DECEMBER 23, 1944

Railway Age

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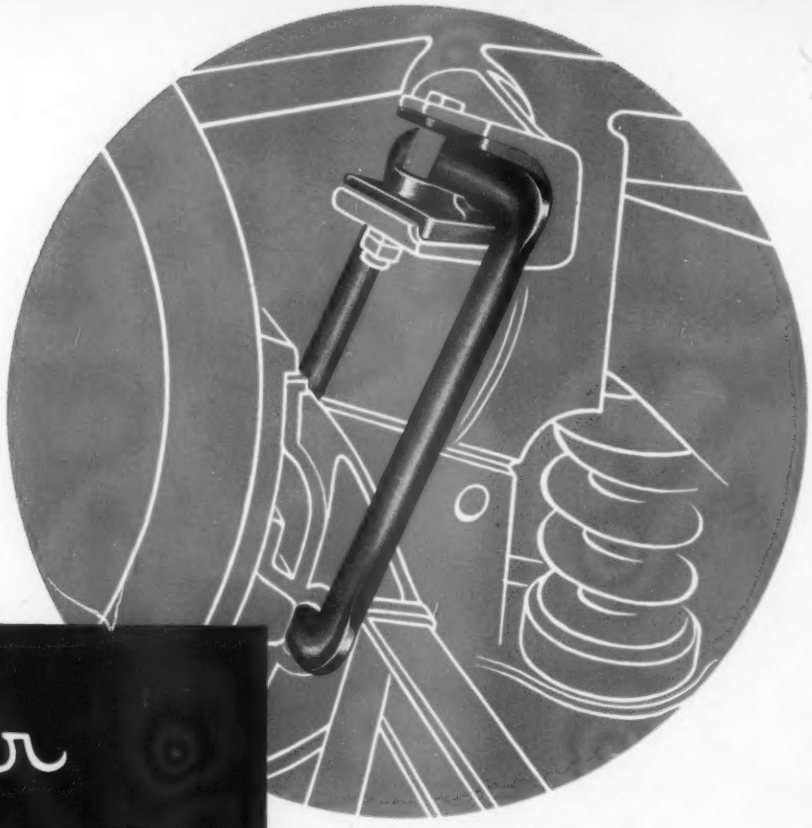
MAY THIS BE THEIR LAST
AWAY-FROM-HOME
CHRISTMAS

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION LA GRANGE, ILLINOIS, U. S. A.



Lighter Stronger Better

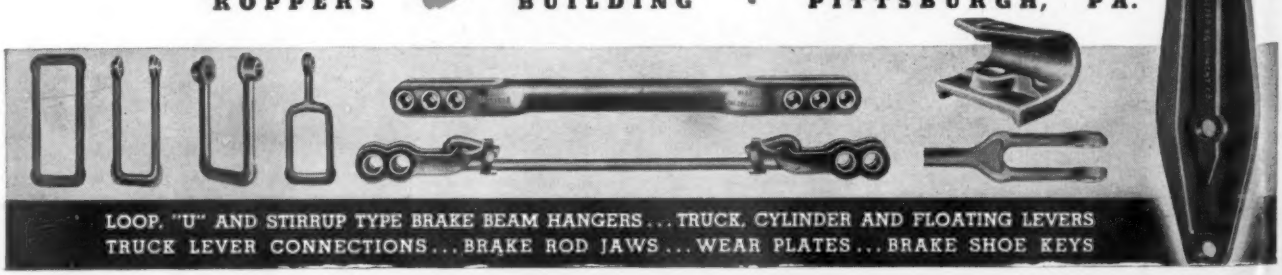
STANDARD ON MOST ROADS

Conserve man-hours on busy repair tracks . . . speed vital lading to destination . . . run more miles between car shoppings . . . by using the lighter, stronger, better Schaefer Brake Gear Appliances on all new freight cars . . . and for replacements.

Schaefer Light Weight Design Insures More Than Car Life

Schaefer EQUIPMENT COMPANY

KOPPERS BUILDING • PITTSBURGH, PA.



LOOP, "U" AND STIRRUP TYPE BRAKE BEAM HANGERS . . . TRUCK, CYLINDER AND FLOATING LEVERS
TRUCK LEVER CONNECTIONS . . . BRAKE ROD JAWS . . . WEAR PLATES . . . BRAKE SHOE KEYS

Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price $6.00 for one year U. S. and Canada. Single copies, 25 cents each. Vol. 117, No. 26.

Round-the-Clock Carloading at Inland

Carloading and prompt dispatch of cars from the mill are important to Inland because they are important to Inland's customers. These round-the-clock jobs have been intensively studied, resulting in improved packaging and carloading despite full rolling schedules, shortage of some types of railroad equipment, scarcity of bracing, etc.

When an order is ready for shipment, cars of suitable types are ordered into the mill. Cars to be loaded with the product of one mill are spotted at that mill. When carloads are composed of products from two or more mills, loading is speeded by spotting a car at one mill and trucking the products of other mills to the car. Throughout each hour of the twenty-four, expediters keep steel flowing to loading points and as soon as cars are loaded, they are switched to the railroad yard where they are assembled for quick dispatch to our customers.

We invite you to confer with an Inland shipping specialist. He will gladly study your loading, unloading, and shipping problems, giving you all available assistance under the conditions of war, and helping you plan for speedier and more convenient delivery of steel for use in time of peace.

Bars • Floor Plate • Piling • Plates • Rail • Reinforcing Bars • Sheets • Strip
Structurals • Tin Plate • Track Accessories

BUY MORE WAR BONDS TODAY!

INLAND STEEL COMPANY

38 S. Dearborn St., Chicago 3, Illinois

Sales Offices: Cincinnati • Detroit • Kansas City • Milwaukee • New York • St. Louis • St. Paul

MT. VERNON CARS *Better-Built*

Skilled workmanship is a long-established tradition at the Mt. Vernon car plant. This fact, combined with modern facilities, expert supervision and rigid inspection, results in cars of unsurpassed quality, and the assurance of longer life with less maintenance.

MT. VERNON CAR

PORTER
"Better Built"
Equipment
Established 1866

Division of H. K. PORTER
General Offices: PITTSBURGH 22
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for a longer, more profitable life

MFG. CO.

MT. VERNON CAR DIVISION:
Complete Line of Freight Cars

LOCOMOTIVE DIVISION:
Diesel, Diesel-Electric, Electric, Steam, and Fireless Steam Locomotives.

PROCESS EQUIPMENT DIVISION:
Complete Line of Chemical, Food, and Petroleum Refinery Equipment.

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COMPANY, Inc.

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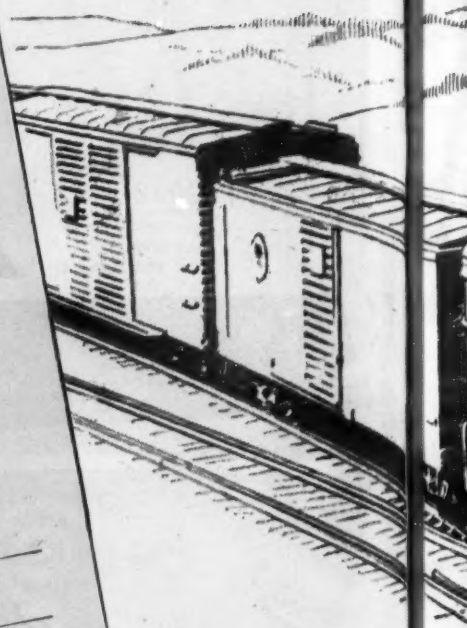
Blairsville, Pa. • Newark, N. J. • New Brunswick, N. J.

GENERAL SPECIFICATIONS

	STANDARD SWITCHERS		ROAD SWITCHER
Starting tractive effort (at 30% adhesion)	69,000 lb	59,700 lb	69,000 lb
Engine, one, 6-cyl	Supercharged 1000 hp	660 hp	Supercharged 1000 hp
Driving Motors	4	4	4
Maximum speed restriction	60 mph	60 mph	60 mph
Driving wheels (number)	4 pairs	4 pairs	4 pairs
(diameter)	40 in.	40 in.	40 in.
Weight on drivers, fully loaded	230,000 lb	199,000 lb	230,000 lb
Wheelbase, each truck (rigid)	8 ft 0 in.	8 ft 0 in.	9 ft 4 in.
Locomotive truck centers	30 ft 6 in.	30 ft 0 in.	40 ft 6 in.
Over-all locomotive dimensions			
Height	14 ft 6 in.	14 ft 4 in.	14 ft 6 in.
Width	10 ft 0 in.	10 ft 0 in.	10 ft 0 in.
Length (inside knuckles)	45 ft 5¾ in.	44 ft 5¾ in.	54 ft 11¾ in.
Minimum radius curvature (locomotive alone)	50 ft 0 in.	50 ft 0 in.	100 ft 0 in.
Supplies (total capacity)			
Lubricating oil	80 gal	80 gal	80 gal
Fuel oil	635 gal	635 gal	1600 gal*
Engine-cooling water	240 gal	220 gal	240 gal
Sand	27 cu ft	27 cu ft	27 cu ft

* If boiler is applied
Boiler-water tank.....800 gal
Fuel-oil tank.....800 gal



More than 500 of these 1000-hp Alco-G.E. units are speeding train movements through yards and terminals. Three of them in a midwestern yard are typical. They are averaging 40,000 locomotive-hours between overhauls.

The versatility of our 1000-hp road switcher permits full utilization of its 95 per-cent average availability. It can handle the entire motive-power job — switching, accumulating trains, and hauling them on the road.

Alco GE

A study of 30 of these 660-hp units that have been in operation for more than three years on 10 railroads shows the following average costs per locomotive-hour: maintenance, 24 cents; fuel, 30 cents; and engine house expense, 5 cents.

Alco-G.E. diesel-electrics slash steamer switching costs as much as 50%.

Exclusive features insure long, profitable operating life.

OPERATING records show the substantial savings that Alco-G.E. diesel-electric locomotives are producing while handling some of the heaviest wartime switching assignments.

On an eastern road, for example, where seven of these units are furnishing as many locomotive-hours as was possible with 11 steamers—their operating cost, per locomotive-hour, is less than half that of the steamers.

And in a midwestern yard, six Alco-G.E. units—30 per cent of the yard's total motive power—are handling 72 per cent of the switching assignments at one-half the maintenance cost and one-fourth the fuel cost of steamers doing the same type of work. And these savings continue long after the locomotives have paid for themselves.

Alco-G.E. diesel-electrics have many distinctive features that keep maintenance cost low throughout their long operating life. The Alco 4-cycle engine, for example, has a reversal of load which produces thorough lubrication and eliminates piston-pin trouble. Co-ordinated with this engine is the G-E constant-output electric drive which makes the engine's entire horsepower available for traction at all times. The generator is direct-connected to the engine frame to assure permanent alignment, and the motors have exceptionally rigid armatures that reduce wear on gears and pinions.

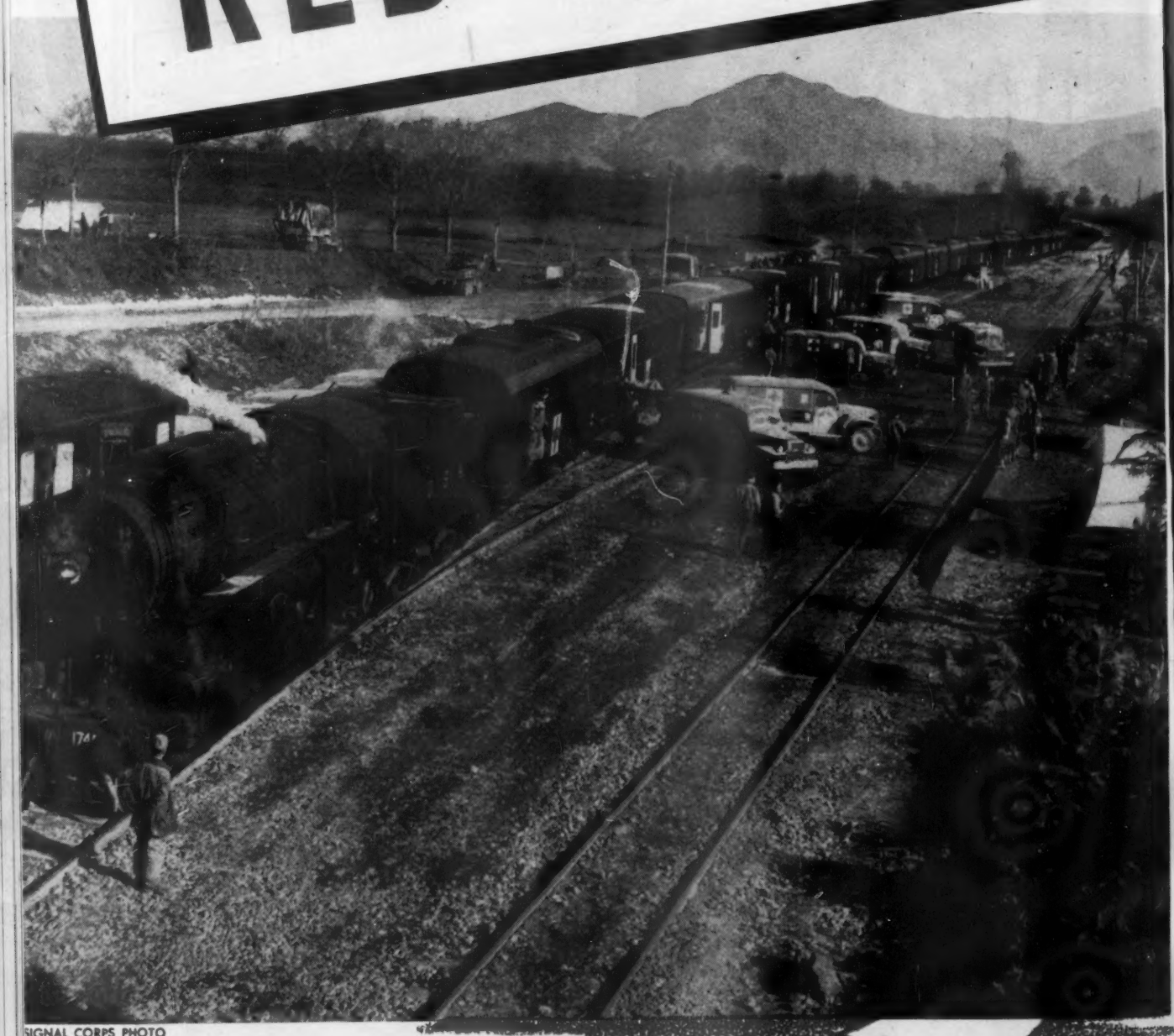
The features of Alco-G.E. diesel-electrics that assure continuous, low-cost operation are the result of our 150 years experience designing and building motive power for railroads. Because we build all three types of motive power—diesel-electric, electric, and steam—we can impartially recommend the one which will most effectively help you meet after-the-war competition.

AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

BUY WAR BONDS

113-112-9580

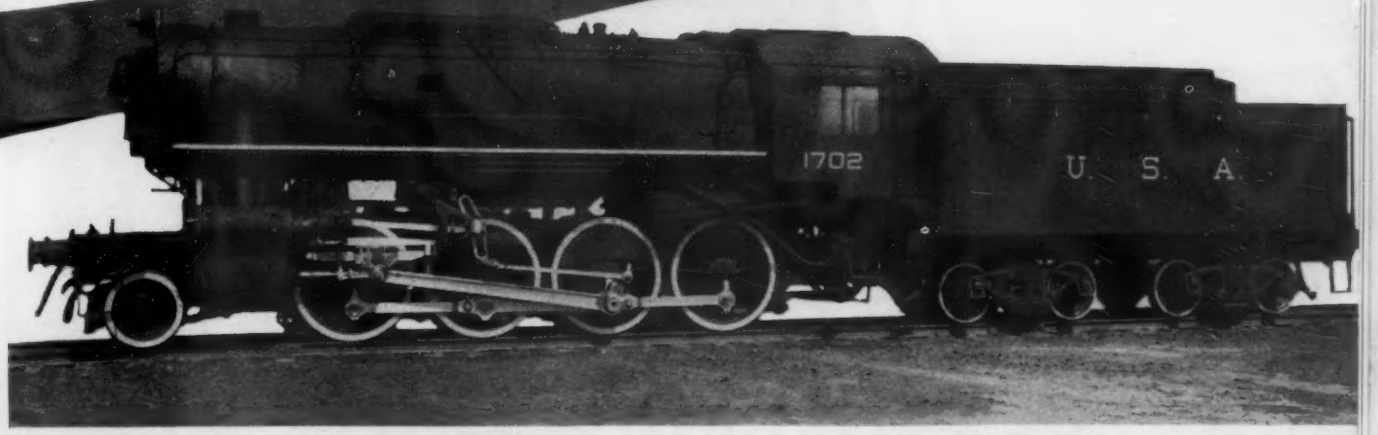
"Helping the RED CROSS



SIGNAL CORPS PHOTO

BALDWIN SERVES THE NATION WHICH THE RAILROADS

DO THEIR JOB OVERSEAS"



This Baldwin-built U. S. Army locomotive, at the head of a hospital train somewhere in Italy, is a typical example of the diversified service in which these rugged 2-8-0 type locomotives are used.

On all battle fronts they are hauling men, munitions and military supplies of all kinds. They are an integral part of the transportation miracle that enables our troops to keep going forward.

Baldwin locomotives, at home, are busy helping the American Railroads to do their part of the job without which there could be no final victory.

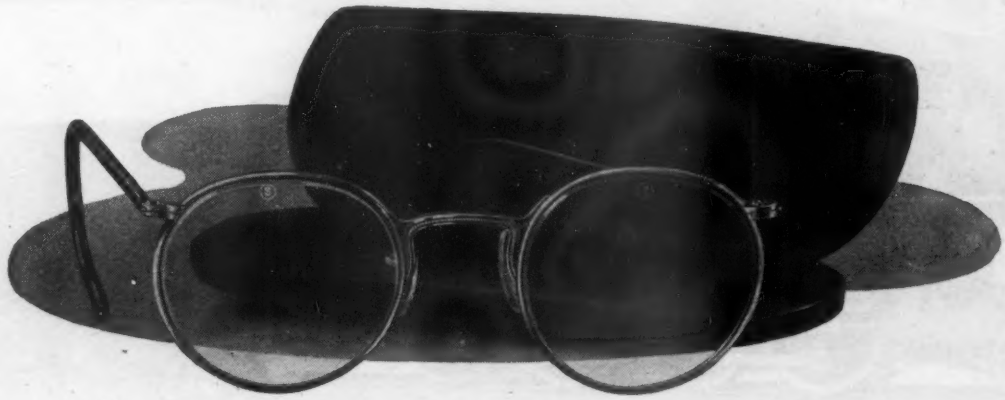
The Baldwin Locomotive Works, Locomotive and Ordnance Division, Philadelphia, Pa., U.S.A. Offices: Philadelphia, New York, Washington, Boston, Cleveland, St. Louis, Houston, Detroit, San Francisco.

BLW
THE BALDWIN GROUP

HELPED TO BUILD

BALDWIN

LOCOMOTIVES



Safety Goggles are CHECK PROTECTORS too

An eye accident can cost as much as a raised check — frequently $1000 or more. Yet, according to conservative estimates, 98% of all eye accidents are preventable. The wearing of safety goggles practically eliminates the danger from eye hazards. And the price of such protection is low . . . only about $1.50 per employee.

Your Safety Director can show you how an adequate eye protection program can materially *reduce your production costs*. Why not let him work out the details with an AO Safety Engineer?

American Optical
COMPANY
SOUTHBRIDGE, MASSACHUSETTS

CALL IN AN AO MAN AND KEEP YOUR PRODUCTION EYES PRODUCING

MERCHANDISE IS ON THE MARCH

Hats off to that valiant army of commercial truckers whose efforts to supply the home front have eased the sting of wartime shortages ★ But for the never-say die philosophy of this organization and the recognized stamina of the finest rolling stock in the world, this country would have been faced with a condition which, by comparison, would have dwarfed our current inconveniences ★ We, of Bendix-Westinghouse, are not without pride for the heavy role Air Brakes and Pneumatic Controls have played in this Victory on the home front. More especially, we are grateful for those countless, unsolicited statements from operators who credit Bendix-Westinghouse Equipment for a major share of their accomplishment in keeping units rolling, safely, efficiently and economically ★ Naturally, in view of the record, you will be interested in the many exclusive advantages this world standard of safety holds for you. To relay this information, a nationwide chain of Bendix-Westinghouse Distributors is waiting and ready to survey your individual control requirements.

BENDIX-WESTINGHOUSE AUTOMOTIVE AIR BRAKE COMPANY . . . ELYRIA, OHIO

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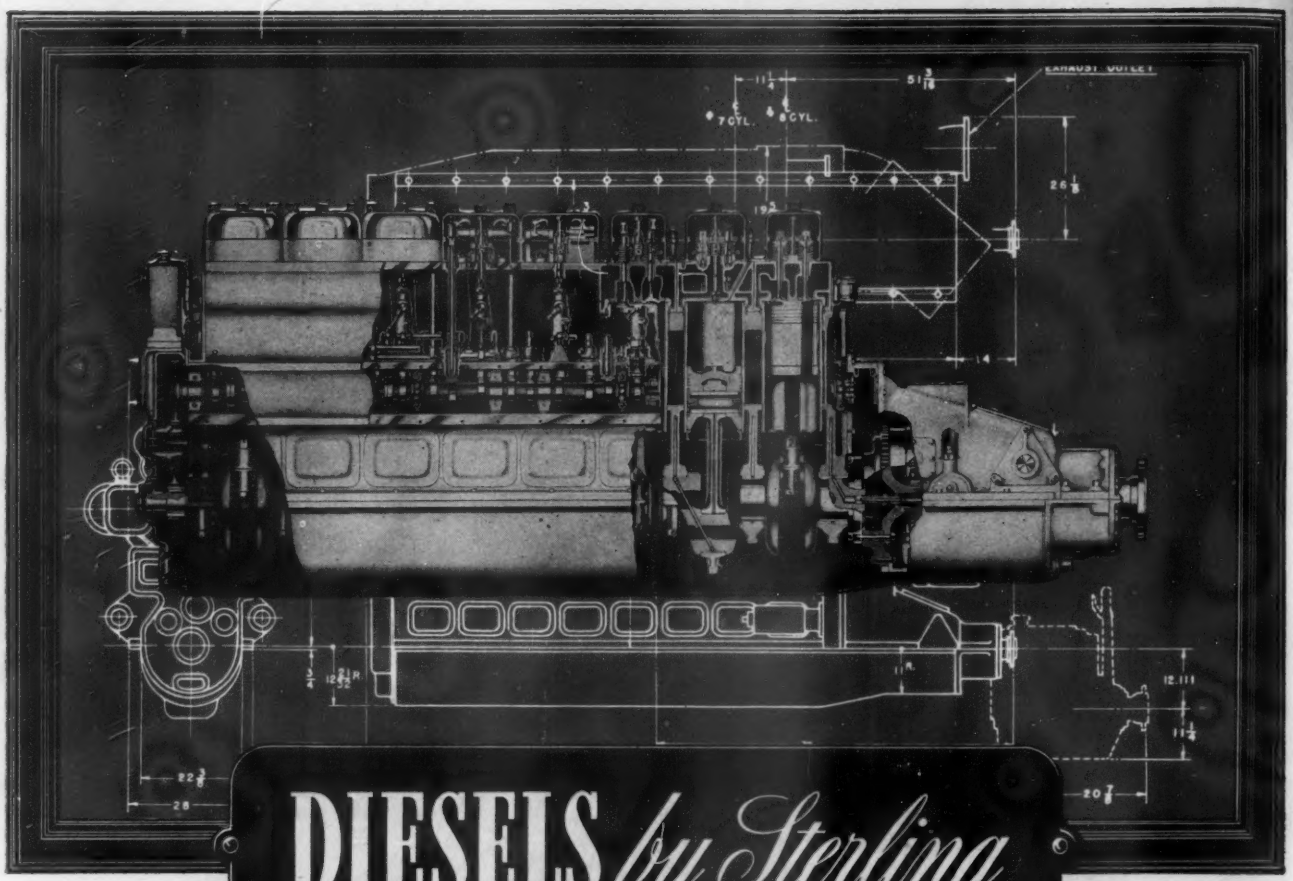
AND PNEUMATIC CONTROL DEVICES

IT IS SIGNIFICANT THAT AMERICA'S FINEST MOTOR TRUCK FLEETS ARE EQUIPPED WITH BENDIX WESTINGHOUSE AIR BRAKES



DIESELS *by Sterling*

Out of 40 years of fine engine building

PRODUCTION of the new Sterling Viking Diesel engine is so geared now that almost immediate deliveries are available. Write us for full details of this new power plant for marine or industrial use which gives you the compactness of a gasoline engine of the same power rating plus the economy of diesel fuel. Other Sterling engines—six or eight cylinders—gasoline or gas from 85 hp. to 1800 hp.

ORDERS ACCEPTED NOW FOR EARLY DELIVERIES

"KEEP BUYING WAR BONDS"

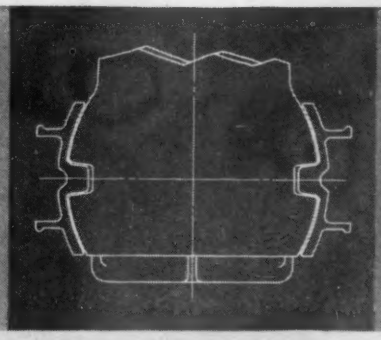
STERLING

VIKING DIESEL

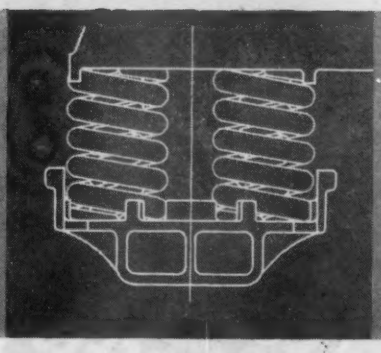
STERLING ENGINE COMPANY 1277 Niagara St., Buffalo 13, N. Y.

New York City, 900 Chrysler Bldg. • Washington, D. C., 806 Evans Bldg. • Chicago, Illinois, 855 Board of Trade Bldg.

THE A·S·F *Basic* FREIGHT-CAR TRUCK



Here is a rugged truck of simple design. It combines all the essentials of a good freight-car ride with the low-maintenance benefits of simple construction. To illustrate, the A. S. F. Basic Freight-Car Truck is held together by tongues on the side frame columns that mesh with grooves in the bolster. Curved surfaces between side frame columns and bolster minimize column wear, eliminate binding, and assure generous contact areas to provide dependable operation.



Of simple construction, too, is the flanged spring seat that is an integral part of the side frame. Every side frame and bolster meets all A. A. R. strength requirements. And for greater utility, the Basic Truck can be used with either all-coil spring groups or combination snubber-coil spring groups. The Basic Truck is a safe freight-car truck.

AMERICAN STEEL FOUNDRIES

CHICAGO

MINT-MARK OF FINE CAST STEEL

The equipment designer prefers the modern, high speed Cummins Diesel—the *original* high speed diesel—because it offers savings in weight and installation space . . . produces more power per pound.

The man at the operating controls prefers the Cummins Diesel because of its easy, economical operation, its 24-hour-a-day dependability, its quick, cold weather starting and its superior flexibility.

The mechanic prefers the Cummins Diesel because of its clean design and rugged construction . . . because parts are accessible and easily replaced . . . because accessories are removable as separate units.

These same advantages cited by designer, operator and mechanic are the reasons why the owner of railroad equipment prefers Cummins Dependable Diesel power . . . because all are important factors in reducing costs . . . increasing profits.

If it's a Tough Job.... It's a Job for Cummins

IN the highly competitive days ahead, there will be no place for the "unknown quantity"... for the untried and unproved product. For example, in specifying the power for the passenger, switching and maintenance equipment you design or operate, you'll want power that has been *proved on the job.*

That's the kind of power you'll get when you choose Cummins Diesel power. Its economy, dependability and long life have been conclusively proved in locomotives and motor trains . . . in auxiliary service for modern passenger trains . . . in cranes, shovels and ballast cars . . . in trucks, tugs and virtually every other type of equipment used by the railroads.

In all of these applications, actual operating records provide the assurance and the proof that, if it's a *tough* job, it's a job for Cummins Dependable Diesels. CUMMINS ENGINE COMPANY, INC., Columbus, Indiana.

SERVING THE

Petroleum Needs of the Nation

Typical Sinclair Refinery, Transportation and Distribution Units.

SINCLAIR produces oil from more than 8000 wells located in the United States and Venezuela.

MANUFACTURES all types of petroleum products in 10 modern refineries processing 90,000,000 barrels of crude oil annually.

DISTRIBUTES petroleum products through 2000 wholesale bulk plants which also service a network of many thousands of Sinclair Dealer stations.

PRODUCES basic material for manufacture of synthetic rubber in one of the largest butadiene plants in the United States.

PRODUCES highly specialized lubricants and fuels which are used by more than 150 American Railroads.

Sinclair is America's outstanding manufacturer of lubricants.

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SINCLAIR REFINING COMPANY, *RAILWAY SALES*, NEW YORK • CHICAGO • SAINT LOUIS • HOUSTON

FOR THE MODERN RAILROAD . . .
Fluorescent Lighting with E-L VIBRATOR POWER SUPPLIES

REALIZING the comfort and beauty that fluorescent lighting can add to modern lounge and dining cars, as well as to coaches, many railroads are now specifying installations of E-L power systems, because they know that passengers approve and appreciate this eye-resting and gracious means of illumination. With an E-L system and fluorescent lights you can have twice the light output with no increase in battery drain.

Electronic Laboratories have developed new current converting systems that operate fluorescent lights from either AC or DC of any available voltage. These units are extremely efficient and may be provided with voltage regulation — constant output voltage despite wide fluctuations of input voltage — which insures uniform light at all times. With E-L Vibrator Power Supplies, the maintenance problem is cut to a minimum. Development in recent years assures complete reliability.

Vibrator Power Supply units are also available to give you any necessary voltage for the operation of radio-telephone installations which will play such an important part in the safety program of the modern railroad.

Other units may be supplied to operate electric razors or radio receivers for the convenience of your passengers.

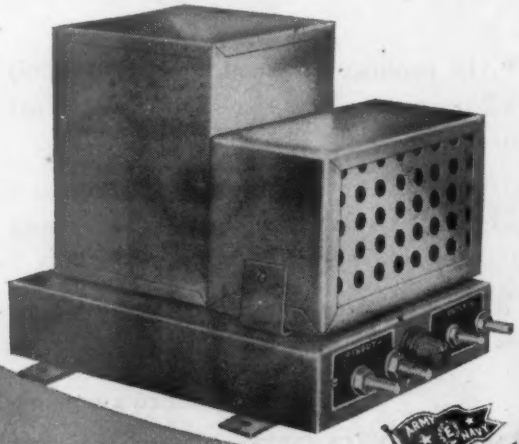
Write E-L engineers today regarding your plans for tomorrow.

Voltage Doubler System for Fluorescent Lighting

This E-L Power Supply System is especially suited for railroads or trackless trolleys where 32 volts DC is available as a power source. It consists of a voltage doubler type converter which steps up the 32 volts DC to 64 volts DC from which twenty 14-watt fluorescent lamps may be operated. With this system the lamps can be individually controlled, the doubler can be operated at no load, drawing practically no current under such conditions. The system is 90 to 95% efficient at full load.

Model S-946A—A typical E-L Voltage Doubler Unit for operating twenty 14-watt fluorescent lamps.

Input: 32 volts DC Output: 64 volts DC
Dimensions: 6 3/16" x 8 1/8" x 7 3/4" Wt.: 8 lbs.



Electronic LABORATORIES INC.
INDIANAPOLIS

VIBRATOR POWER SUPPLIES FOR LIGHTING, COMMUNICATIONS, AND ELECTRIC MOTOR OPERATION • ELECTRIC, ELECTRONIC AND OTHER EQUIPMENT

Greetings

We wish to extend to
our railroad friends
Best Wishes for
Christmas
and the
New Year

FLANNERY BOLT COMPANY
BRIDGEVILLE PENNSYLVANIA

FOR SAVING WEIGHT WITHOUT LOSS OF STRENGTH

—No Other Material Can Equal ALLOY STEELS

Cut weight and you increase the potential for speed, for greater payload and for reduction in haulage power needed. Cut weight and you increase the potential for profits, too.

As a means for saving weight in equipment of every type, *without loss of strength,* no other material can equal alloy steels.

Alloy steels provide highest strength-to-weight ratios—hence, they may be used safely in smaller sections to reduce weight or to reduce area of parts or equipment.

They possess highest degrees of hardness—and thus provide the resistance to wear essential to long service life, and low maintenance cost in moving parts.

Alloy steels are exceptionally tough, too. They resist severe shocks and concentration of stresses. And they also resist corrosion, fatigue, heat and cold.

Republic—world's leader in the production of alloy steels—is ready to offer you its unequalled experience in obtaining the maximum benefits from these fine steels. Name the date and we'll gladly send a metallurgist to talk to you.

REPUBLIC STEEL CORPORATION

Alloy Steel Division • Massillon, Ohio

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Also Carbon and Stainless Steels—Sheets, Plates, Pipe, Union Nuts, Bolts, Nuts and Rivets—Electronic Boiler Tubes

Rep
December 23,

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its unequalled expe-
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talk to you.

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REPUBLIC STEEL

EELS

Boiler Tubes

Report **No. 3** on the latest advance in railroad communications

V.H.F. RADIO

restricts communications to limited and practical operating distances

One of the most outstanding advantages of V.H.F. (very high frequency) radio is that messages are ~~always~~ confined to the area intended and not projected into territories where confused orders might result.

Unlike other types of radio, V.H.F. radio waves travel only a limited distance beyond the horizon. This is especially important in yard office control where urgent information can instantly be communicated to individual engines or caboose and immediately checked back through constant vocal contact between sender and receiver.

Clear and direct reception over a "private line" under all circumstances is a special advantage of V.H.F. Radio that has been demonstrated again and again in extensive road tests.

You can see for yourself the results of these practical tests by writing direct to Bendix Radio—first and only source of V.H.F. Radio equipment for railroads.

Bendix RADIO DIVISION

BENDIX AVIATION CORPORATION BALTIMORE 4, MARYLAND

We can all see with the naked eye that the Payroll Savings Plan provides the most stable method of war financing. Analyze it under the X-ray of sound economics and other important advantages are evident.

A continuous check on inflation, the Payroll Savings Plan helps American Industry to build the economic stability upon which future profits depend. Billions of dollars, invested in War Bonds through this greatest of all savings plans, represent a "high level" market for postwar products. Meanwhile, putting over Payroll Savings Plans *together* establishes a friendlier relationship between management and labor.

To working America the Payroll Savings Plan offers many new and desirable opportunities. Through this systematic "investment in victory," homes, education for their children and nest eggs for their old age are today within the reach of millions.

The benefits of the Payroll Savings Plan to both management and labor are national benefits. Instilling the thrift principle in the mind of the working men and women, the Payroll Savings Plan assures their future security—and is a definite contribution to the prosperity of postwar America!

The Treasury Department acknowledges with appreciation the publication of this message by

RAILWAY AGE

This is an official U.S. Treasury advertisement prepared under the auspices of Treasury Department and War Advertising Council.

Railway Age

With which are incorporated the Railway Review, the Railroad Gazette and the Railway Age-Gazette. Name registered in U. S. Patent Office.

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Rebuild Blasted Bridges in Italy ***952***

Brig. Gen. Carl R. Gray, Jr., Director General, M.R.S., describes the work of the engineers in construction and maintenance companies in rebuilding two more demolished river crossings in Italy. Part I of this article appeared in last week's issue.

How Can Railroads Avoid Socialization? ***956***

While he believes railroad investment can and must be made more profitable so that the railroads may continue as private enterprises, Gustav Metzman, the N. Y. C. chief executive, warns that this will be possible only if public policy wills it, and states that what is needed is "more self-supporting transportation."

More About the M.R.S. in France ***960***

As in all other theaters of operation, army railroaders since their arrival in France have displayed remarkable courage, skill and resourcefulness, and, in the Battle of France, kept the supplies moving to General Patton's armies. Part of their story can now be revealed, and something of their operational setup, as well, is detailed herein.

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★

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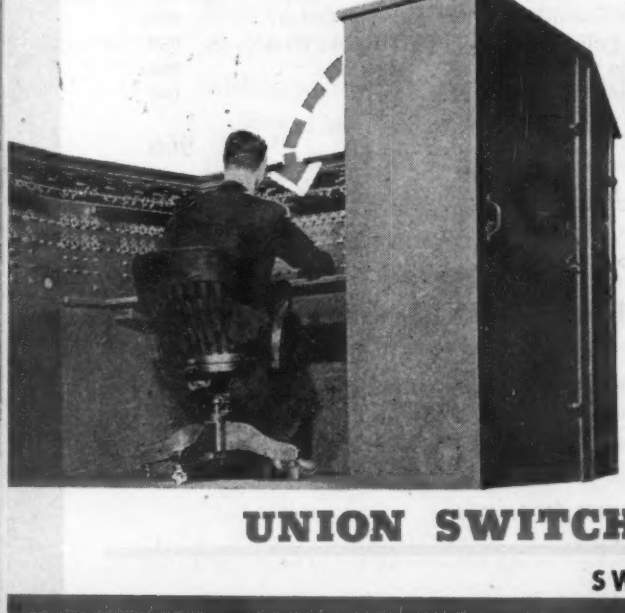
THREE STEPS *for efficient* TRAIN DIRECTION!



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The Week at a Glance

FOR PRINCIPLE AND PROFIT: Because the well-being of the railroads depends primarily and ineluctably upon the well-being of all industry, it behooves the railroads to take part in such efforts as industry in general is engaged in, or is preparing to undertake, to influence the public (1) in favor of policies designed to give new life and fresh strength to private enterprise as an economic system, and to influence it (2) against socialistic schemes, promoted to a large extent by self-seeking politicians and deluded idealists, which inevitably will destroy private enterprise if they are allowed to develop as the "planners" hope. The unpromising alternatives to such participation are appeasement—or the proverbial ruse of the ostrich in distress. This week's leading editorial challenges the railroads to confront this situation fearlessly, to join other proponents of the private enterprise system in their active efforts to deflate the pretensions of the advocates of a totalitarian economy. True, such action may bring down upon them the rekindled wrath of the more Biddle-minded New Dealers—but there are no Casper Milquetoasts in the Pocket List, nor are there any candidates for the Pulitzer Prize for pusillanimity.

●

PROBLEM IN EDUCATION: The railroads' industrial development agents can play the part of ambassadors of good will for their employers in the communities where they work, the Seaboard's Warren T. White points out in a provocative address which is abstracted on page 959. He urges these railroad men to use all their opportunities to make themselves, and their employers, known and remembered in the towns they serve as good citizens and friendly neighbors, so that the ancient grudge against the impersonal corporation—already lessened by the industry's war record—will be replaced by a sounder understanding and a more generous appraisal of the railroad's purposes and needs.

●

FEWER NEW CARS: Freight car output in 1945 won't equal 1944, according to schedules recently fixed in Washington. Even if military needs should drop below expectations—and this applies to locomotives as well as cars—civilian production won't automatically go up. The fourth-quarter output this year has been made the ceiling limiting future equipment building for non-military purposes—the only exceptions being so-called spot authorizations and those local situations where a cut in production won't release labor for other work.

●

BROUGHT BEFORE THE BAR: Special privilege brings special responsibility. This, in effect, is the verdict of the Supreme Court, which this week, as noted in the news pages, ruled that negro firemen in the South are entitled to full protection of their seniority rights by the firemen's brotherhood, even though membership in that union may be, and is, at least so far as the southern railroads are concerned, restricted to white men. If colored firemen have been the victims of "hostile discrimination," for the benefit of what the brothers call "promotable" firemen, says the Court, then they have a perfect right to *sue the union* for damages—truly a phenomenal departure from normal procedure. This obligation to give the colored boys a break grows out of the *exclusive* right of representation which the law gives a union chosen by a majority of the craft it speaks for, the Chief Justice pointed out.

●

LESSON FOR LABOR: An editorial this week develops the theme that far-sighted union leaders will support the railroads in the introduction and use of more economical methods and devices for getting the necessary work done, because an employer who is reasonably prosperous and busy will afford more employment than one who may have more men on his payroll but less work for them to do.

●

ARMY HOSPITAL CARS: Construction features of the new unit-type hospital cars being placed in service in this country are set forth in a feature article on page 964. These cars are about 10 feet longer than the standard passenger car. The extra length makes it possible for them to accommodate 38 patients and the necessary attendants and still provides space for a compact but complete kitchen. Thus, cars carrying wounded or sick service men will be able to go to any part of the country on any train, without being dependent on an Army kitchen car or a regular diner.

●

YULE TRAVELERS: With full knowledge that passenger cars on many lines are bulging at the sides already, with full knowledge that lots of the boys in uniform may be going to see the folks for the last time before they go overseas—three quarters of a million of them are getting Christmas furloughs, our news pages report—still the customers line up at the ticket windows and more or less philosophically accept their hunting-licenses for coach seats after they have hopefully asked at the last minute if there's a bedroom for Buffalo on tonight's train. Some aspects of this situation are discussed editorially this week. The O. D. T. has been pouring out don't-travel propaganda; A. A. R.-President Pelley has explained that there'll be more standees this holiday season than ever before; but the deluge continues—and the old adage that there's no money in the passenger business is thrown for another loss. But who is to say whose trip is non-essential? The classic story of the kingdom that was lost for want of a horseshoe nail might find many a parallel today, for example, in the connection between a filing clerk's homesickness and a missing machine part. Santa Claus can bring the railroads much comfort if he can give them some assurance that the discomforts of travel now won't be remembered too uncharitably in the highly competitive peacetime that's coming.

WHOSE MONEY?: Private investors in the transportation industry are not alone in seeing tax-supported, government-backed competition eroding their prospect of getting some return for the money they risk, but the process has been going on longer in transportation than in most other industries. The time is at hand, suggests the New York Central's president in an address digested in this issue, for the electorate to decide what it wants—a self-supporting, privately managed transportation plant or a subsidized, politically directed substitute, kept in luxury by the "forlorn little man in the barrel." There are some convincing figures for the enlightenment of those concerned about the survival of the investor.

●

M.R.S. IN FRANCE: An informative description of the problems faced and the records of achievement made by operating and shop battalions of the M.R.S. in France appears this week as an illustrated feature article. Names of officers of some of the units involved—many of them railroad men turned soldiers—have been released by E. T. O. headquarters and are given in this recital of difficulties overcome.

●

SHINING THE STARS: After 30-odd years' exposure to New York's corrosive atmosphere, the gold-starred azure vault of Grand Central's main room is in for a lot of refurbishing. In words and pictures the difficulties of the job are outlined this week in the news pages.

●

UNDOING DESTRUCTION: This week's installment of General Gray's account of the Army railroaders' bridge rebuilding exploits in Italy begins on page 952. Engineers will appreciate the technical details; laymen will applaud the spirit and unquenchable determination of the men who did the work so well and so quickly.

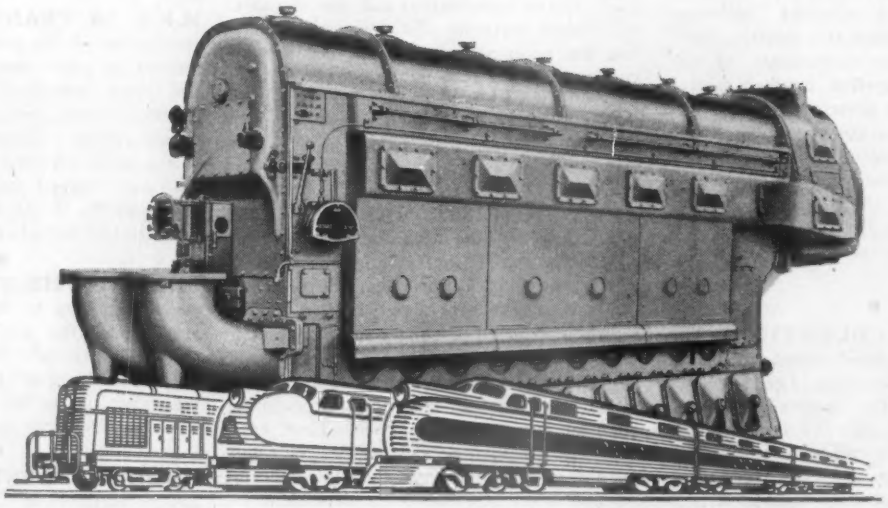
●

CONGRESS GOES HOME: Leaving much unfinished business, as usual, this Congress has packed its bags and gone home. In January a new session starts, new faces will appear on the floor and in the committee rooms, and the legislative slate is clean for a new beginning. A summary of things done and things left undone in the session just concluded, so far as the railroads are specially concerned, appears in this issue's news columns. The greatest disappointment, perhaps, was the failure to get land-grant rate repeal enacted. On the other hand, the brothers' fancy package of bigger pensions and more doles never got beyond the committee stage.

●

SCALP SEEKERS: The terms of I. C. C. Commissioners Alldredge and Mahaffie expire with the year's end. Word comes from Washington that a cabal of Senators from those sections of the country allegedly victimized by "discriminatory" rates seeks to supplant the latter by a "fair minded" appointee—that is, presumably, one committed in advance to the views they hold. The late Joe Eastman's "primer" could be more widely read, it would appear.

Close to *Perfection*



In building Diesel engines, as in breeding animals, the longer wise selection continues, the closer perfection is approached. That's why it is significant to railroad men that:

1. Fairbanks-Morse has built Diesels for more than 30 years . . . has more than five million horsepower in service.

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RAILWAY AGE

Efficiency FOR VICTORY

The Railroads' Interest in Private Enterprise

It seems to be assumed by most of their officers and spokesmen that the future of our railways depends principally upon the solution of their own special problems. This was formerly true, but *Railway Age* does not believe it is true now. We believe that changes in government policies affecting private enterprise as a whole which have occurred already and threaten to continue are a greater menace to the railways than the policies that are being and may be in future applied directly to the railways themselves.

It is conceivable that most other industries could prosper without the railways prospering. It is not conceivable that the railways could prosper without other industries prospering. The railways must have a large traffic in order to prosper; and their volume of traffic has depended and doubtless will continue to depend much more on the total volume of production, construction and traffic than on the share of the total traffic that the railways get. The railways suffered severely from increasing competition during the decade ending with 1929. But total construction, production and traffic were increasing; and, although the railways got a diminishing share of the total traffic, they got enough of it to increase their net operating income. It was almost entirely owing to the decline of total production, construction, and traffic during the depression that the railways' average annual net operating income declined from $1,000 million in the decade ending with 1930 to $520 million in the decade ending with 1940.

These facts indicate that while the railways should be deeply concerned regarding the policies that may be adopted directly affecting them, they have much more reason to be concerned regarding the policies that may be adopted affecting the national economy as a whole. And the American people are confronted with an economic issue which, for the long pull, is the most important that they have ever faced. On the one hand, we have powerful labor union and political groups that are promoting policies regarding wages, working hours, taxation and government spending which tend to undermine and destroy the entire system of private enterprise for profit. On the other hand, we have organizations such as the National Association of Manufacturers and the U. S. Chamber of Commerce, which, whatever their inconsistencies and those of their members regarding government transportation policies, are carrying on extensive campaigns of education to influence public sentiment against general policies tending toward the establishment of some form of socialism and in favor of general policies tending toward restoration and reinvigoration of private enterprise as a whole.

Many railway leaders and spokesmen are plainly indisposed to participate in these campaigns of education against policies threatening private enterprise as a whole, probably because of fear of antagonizing an administration which has so much power over the railways. It nevertheless remains a fact that the history of the world affords no example of any nation long progressing and prospering under any system excepting that of virtually free private enterprise. It seems plainly to follow that only those who fearlessly exert themselves for re-establishment of the entire system of private enterprise which prevailed in this country prior to the last decade will contribute substantially toward the nation's future progress and prosperity, including the progress and prosperity of its railroads.

'Twas the Night Before Christmas

Christmas travel this year promises to be the greatest on record, judging from advance reservations. The utmost exertion on the part of railway officers and employees will be essential if the huge traffic volume—including the vast amount of Christmas mail and express—is to be handled satisfactorily. Whatever the Yuletide spirit may be for the rest of America in this war-troubled year, Christmas will be just one long headache for the dispatchers among their clicking instruments, for the train and engine crews out on the road, for the station forces, and above all for the supervisory officers charged with the responsibility of getting the horde of holiday travelers to and from their destinations.

Perhaps the New York Central has taken the most drastic move toward reserving train and engine crew strength for emergencies with the announcement that the Twentieth Century Limited, which has been in operation since 1902, will not run on December 24, either from New York or Chicago. This sudden curtailment of one of the country's most noted trains marks the first time since World War I that this particular train has failed in 42 years to depart from its two important terminals; and in addition to conserving train and engine crews it will probably help bring home to the non-essential-traveling public the nation's crying need for transportation as a major part of the war effort instead of a convenience for those who do not have to travel.

It is unfortunate but true that the traveling public has not co-operated with the railroads as the railroads have co-operated with the demands of a government at war, demands so great and so drastic that at times compliance seemed an utter impossibility. Time and again the O. D. T. and other federal agencies concerned with moving men, munitions and equipment to waiting ships, have pleaded with civilians to curtail traveling, particularly around holiday periods. These pleas, it seems, have had little or no effect, with the result that already-harassed railways have found their best efforts hampered by men, women and children descending upon them in deluges. Non-essential travelers must realize the fact that a nation, in peril of its life, has things to worry about besides a trip to Aunt Maggie or a buying splurge in New York.

Another example of railroad co-operation with government agencies is the way in which the railways have completely reversed their competitive advertising at the request of O. D. T. Such advertising is now solely on an institutional rather than a competitive basis, and is deliberately aimed at travel after the war instead of, as in peace-time, attracting travel now. Advertising is essential to all industries, particularly those, such as railroads, which are engaged in a keenly competitive trade and ordinarily depend upon advertising as a means of getting revenues with which to operate. Therefore, giving up this method of selling their service at the mere request of the government, spells all-out co-operation on the part of the railways.

While this complete reversal of advertising methods has not stopped non-essential travel, it must curtail it to a certain extent. A substantial percentage of those who travel for the sake of traveling, are oft-times prompted by good advertising, to take non-essential journeys; and the discontinuance of competitive advertising is not in vain if it helps to minimize the meanderings of this group.

Saving Labor

Railroad mechanical departments have been operating for several years with an inadequate supply of manpower. Many devices have necessarily been resorted to in an attempt to meet the conditions created because of the labor shortage. Among them have been the upgrading of employees, shortened apprentice periods, shop-training programs, outside school programs, improved shop scheduling and, when they were available, the purchase of new machine tools, hand tools, welding and cutting equipment, power and hydraulic jacks, and material-handling trucks, and other equipment. These, with other expedients, have served reasonably well in enabling all roads to keep motive power in service to an extent never before believed possible and in maintaining the bad-order car ratio at an amazingly low figure considering the intensive usage to which all classes of cars have been subjected.

What has been done to accomplish this represents a united effort on the part of railroad managements and employees in meeting the unprecedented demands made upon rail transportation as a war industry. All of it represents labor-saving in the very best sense of the term. Fortunately, conditions are such that no one, not even the most rabid laborite fanatic, can impute any motive other than that of attempting to meet the nation's war-time demands on railroad managements, which install equipment or methods for expediting the repair and return to service of cars and locomotives or reduce the man-hour requirements on any mechanical operation. Certainly, management is not blind to the savings represented in many of the changes which they have been forced to make by circumstances. All such are recognized for their immediate contributions and are being studied for their possible value in the post-war years.

Higher wage levels have made many things economically desirable which formerly could not be justified in demonstrable savings or which were, at best, marginal cases. There are signs now that labor's representatives may, where possible, undertake to block the installation of new tools or equipment in railroad shops and car yards through any of the numerous dodges which they can employ and are expert in using. Every such attempt now is certainly impairing the war effort. Probably more important to those who oppose the changes is the fact that such opposition impairs job possibilities in the future rather than increases them.

Railroad labor, if it really wishes to see the maximum

number of men gainfully employed in the industry after the war, must recognize that competitive conditions will demand that shop management operate at the lowest possible unit cost on items of maintenance and repair of equipment. High traffic volume with resultant high income has always resulted in a high level of employment possibilities on the railroads. This cannot be attained unless all parts of the organization contribute to making the cost for moving freight and passengers one which meets, or is lower than, that offered by other transportation media. Opposition to labor saving may well result in considerable unemployment rather than, as the short-sighted shop or system labor representative may think, in maintaining unchanged the existing working forces.

They Are Making Good

As on the home front railroad men are making history with record-breaking performance, so on the fighting fronts they are acquitting themselves with outstanding achievements and valor in support of our fighting forces. This is not surprising, because of all the men in the armed forces of the country, those in the railway battalions, by previous experience and training are, unquestionably, among the best fitted for the character of work they must do.

Railroading has always been an uphill battle—a battle to keep lines open and trains on time through fair weather and foul. In emergencies, railroad men know no hours and disregard the loss of sleep and other hardships. To engineering and maintenance officers and to their men, the overcoming of a snow blockade, a slide or a washout is all in a day's work, and is accepted as a challenge. They are accustomed to teamwork and, working in an organization not widely different from that of the Army, they have learned to respect authority, while at the same time, often completely out of touch with headquarters and entirely on their own, they soon develop an unusual degree of initiative and self-reliance.

With such a background and training, the achievements of the railroad men who make up the military transportation service overseas come as no surprise to their railroad friends back home. No one expected less. At the same time, the accounts that are filtering back are being read with pride and keen interest by those on the home front, adding as they do to the chronicle of outstanding war-time transportation achievements and, more than that, to the technology of railway construction, reconstruction, maintenance and operation under extremely adverse conditions.

Brig. Gen. Carl R. Gray, Jr., and his staff are making an important contribution in this respect through the reports which they are sending directly to the *Railway Age*—and the one presented in this issue, dealing with the work of the construction and maintenance companies in Italy in rebuilding Nazi-destroyed tracks and bridges in order to supply our advancing forces, is not any exception.

Indeed, it is a chapter in the war record that will stand out in history—of railway men in war, as in peace, seeing a job through, no matter what the obstacles.

General Gray, now somewhere on the Western front, has indicated that, if opportunity affords, he plans to continue his reports through the *Railway Age* to railroad men back home telling in subsequent installments of the reconstruction and adaptation of shops for the repair of locomotives and cars, of the solution of transportation and car-handling problems, and of the handling of military stores and supplies in the various war theaters. Every reader of this publication hopes that conditions will permit these reports to come through, not only to record for posterity the achievements of railway men on the war fronts, but for the stimulus that they will give to every railway man back home to do an equally good job on the home front.

Airport Financing

News Item: At an important municipal airport in the southwest there is a greater return to the city from pay toilet receipts than from the ——— Air Line's landing fees. A restaurant pays more than another air line, and a news stand pays more than does the third air carrier using the field.

Seven Views of Destroyed and Reconstructed Bridge Over the Volturno River at Cancello, Italy

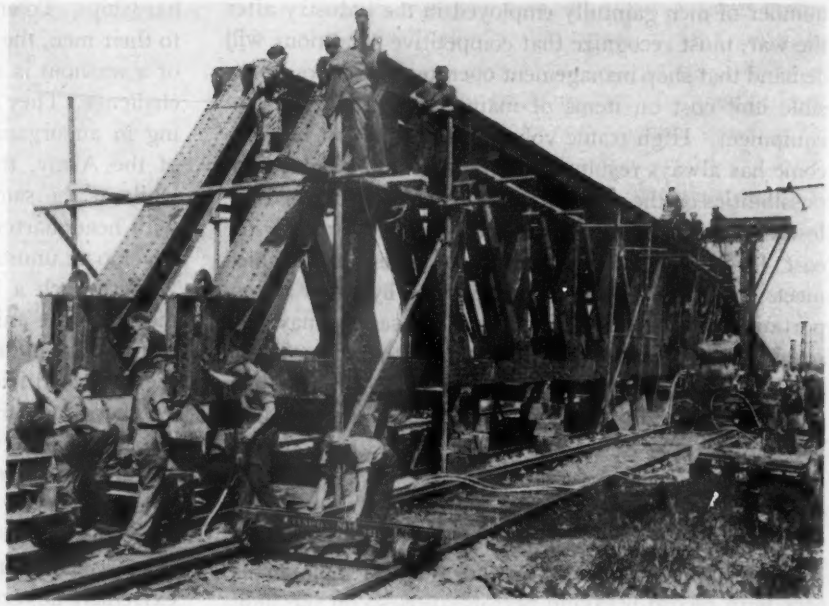
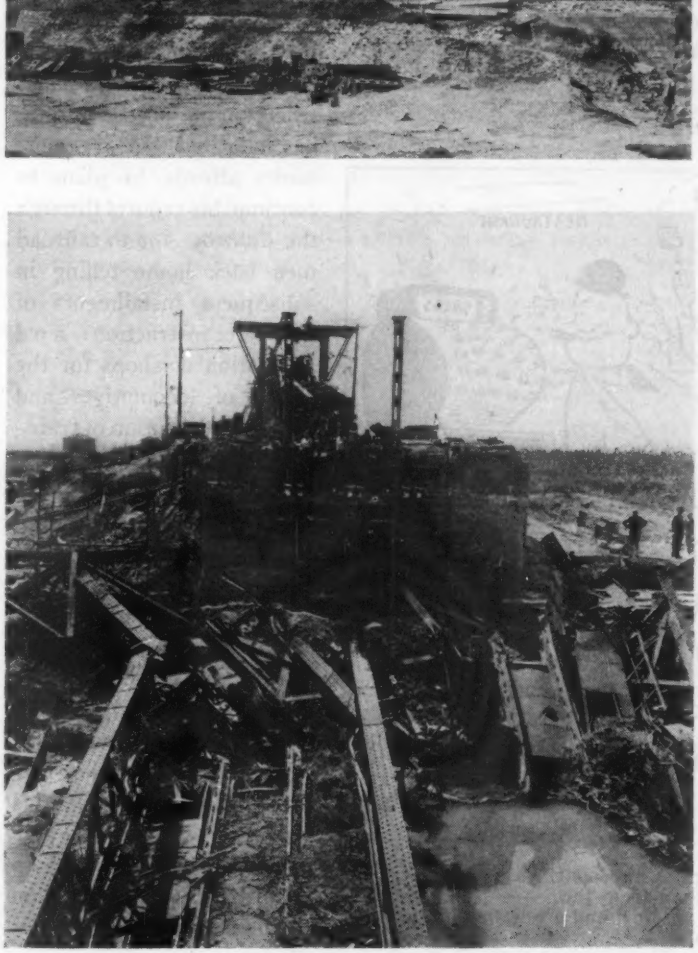


Fig. 11 (Right)—The Trusses of Each Span of This Bridge Were Fabricated Close Together and Held Together with Short Transverse Bracing. Fig. 12 (Below)—This View Shows the Special Launching Nose Employed in Placing the Spans



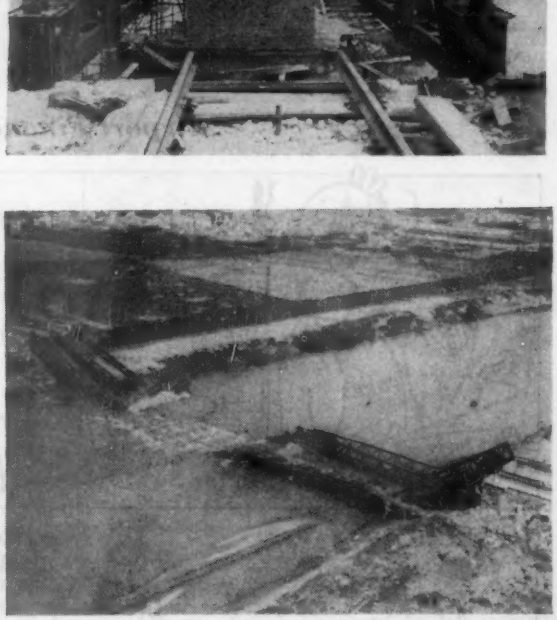


Fig. 13 (Middle right)—Once in Place, the Trusses Were Spread to Normal Width and Deck and Track Were Then Constructed—Fig. 14 (Bottom left)—The Launching Nose Moving Out Over the South Abutment—Fig. 15 (Above)—Aerial View of the Destroyed Spans Before Reconstruction Was Started

Rebuild Blasted Bridges in Italy

Describes work of the engineers in the construction and maintenance companies of the Military Railway Service in rebuilding two more demolished river crossings in Italy

By Brig. Gen. Carl R. Gray, Jr.
Director General, Military Railway Service

PART II*

THE original structures crossing the Volturno river at Cancello, Italy, consisted of two single-track, three-span through steel pony trusses supported on masonry abutments and piers, with an over-all length of 378 ft. The steel was completely destroyed. Both piers were blown to a point 25 ft. below rail level, which was about 1 ft. below low water level and 4 ft. below high water level. The abutments were not completely destroyed, but were considerably damaged.

It was decided to restore this structure by replacing the piers in masonry, widening and repairing the bridge seats of the abutments, and using three of the standard British military railway lattice-girder, through-truss spans, on a single-track basis. Two of the spans were 125 ft. in length and one was 128 ft. long. Italian railway construction troops, under the supervision of British railway construction troops, restored the masonry piers and abutments, while clearance of the old blasted steel structure was being effected for erection of the new span, and the new spans were being erected for launching on the south side.

* Part 1 of this article appeared in the December 16 *Railway Age*.

The method used for the erection of this type of structure is to fabricate the two trusses of each span on close centers, with special short transverse bracing, as shown in photograph No. 11. A specially designed launching nose is then attached to the forward end, as indicated in photograph No. 12, and a specially designed counterbalance truss is then attached to the rear. Unfortunately, this does not show in the latter photograph. This combination is then rolled into place on dollies. The two trusses are then jacked down to proper place, the temporary transverse bracing is removed, and the trusses are

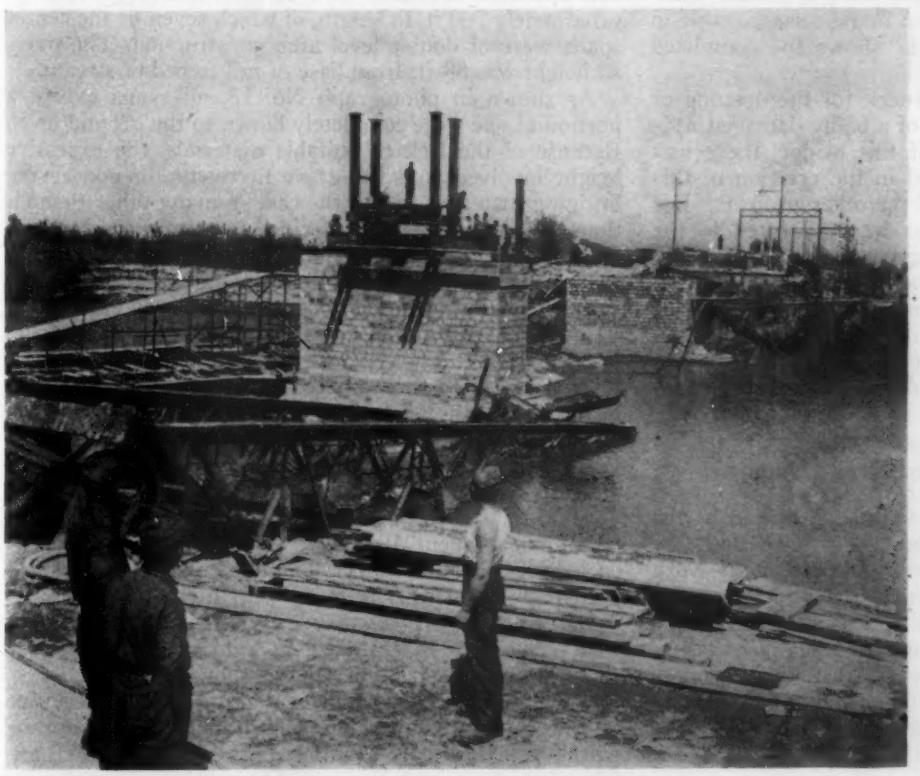


Fig. 16 (Below) — The Reconstructed Piers, Showing the Temporary Steelwork on the First Pier, Ready to Receive the First Span. Fig. 17 (Above) — The Completed Structure

spread to the proper width, as shown in photograph No. 13. Floorbeams, stringers and track are then applied, and the next span, which during these operations has been erected on the shore in the same manner as the first span, is then rolled through the first span into its position, lowered into place, and the process repeated until the other shore is reached. Photograph No. 14 shows the launching nose moving out over the south abutment.

Photograph No. 15 is an aerial view of the destroyed spans before reconstruction commenced. Photograph

Views of the Destroyed Bridge Over the Savone River Gorge, Italy, and of How It Was Replaced with a Culvert and Fill

Fig. 18 (Top left)—All That Was Left of This Once 700-Ft. Multiple-Arch Span Structure. Fig. 19 (Left)—The Work Underway of Replacing the Bridge with a Multiple-Pipe Culvert and Fill. Fig. 20 (Above)—Salvaged Ventilating Pipe from a Destroyed Steel Mill Was Used for the Culvert Opening

No. 16 shows the piers reconstructed and the temporary steelwork set to receive the first span in place on the first pier, and also shows some of the British tubular temporary scaffolding which has been found most suitable in this theater. Photograph No. 17 shows the completed structure.

Due to the fact that the bottleneck for the opening of this section of the line consisted of a badly damaged 3½-mile tunnel just to the north of this bridge, there was not the same necessity for speed in the erection of this bridge as in the case of some of the other projects. For this reason only sufficient troops were allocated to the work to be sure that it would be completed in the same time as the clearance of the tunnel. The work was commenced on May 28 and was completed in a total of 55 days. However, if there had been necessity for it, a maximum number of troops could have been massed on the work and the time involved could have been cut to about three weeks.

Crossing the Savone River Gorge

This particular work was done on the section of the railroad that was being reconstructed in its entirety by British railway construction troops, and all of the work was done by British troops under the supervision of British officers. The specific unit engaged on this work was a railway construction company, Royal Engineers, with the assistance of another section, Royal Engineers—a unit of the railway construction troops especially equipped with mechanical equipment for grading work.

The project of rebuilding the crossing of the Savone river gorge was typical of many encountered in the railway reconstruction work in the Italian theater. The original structure consisted of a 12-span masonry arch, approximately 700 ft. in length, of which seven of the center spans were of double-level arch construction. The overall height was 88 ft. from base of rail to bed of stream.

As shown in photograph No. 18, all spans except a portion of one were completely blown to the ground level. Because of the lack of suitable materials, the excessive height involved, and the grave necessity for conserving bridging materials (as in the case of many other demolitions of this kind), it was decided to restore the crossing by means of a multiple-pipe culvert and earth fill. To reduce the length of culvert to some extent, and thus, the amount of grading to be done, the track was lowered 17 ft. in the center of the crossing and the cut approaches on each side were deepened about 10 ft. On this basis it was necessary to use three rows of pipe with rubble head walls, each 215 ft. long, with a grade revision 2,700 ft. long. No culvert pipe was available, so overhead steel ventilating pipe was salvaged from a destroyed steel mill and was used instead.

Total quantities of grading involved were 110,000 cu. yd. of embankment, 19,000 cu. yd. of excavation, and 160 cu. yd. of rubble masonry. The earth-moving equipment used included 4 D-6 tractors with 6-cu. yd. carryalls; 3 D-7 tractors with 8-cu. yd. carryalls; 2 D-8 tractors with 12-cu. yd. carryalls; 1 D-4 dozer; 1 D-7 dozer; 1 D-8 dozer; and 1 ¾-cu. yd. gas shovel.

The entire work was done by and under the supervision of the "A" company of an American railway operating battalion, assisted by grading units of the Royal Engi-

neers, and elements of the 94th U. S. Engineers. The balance of this latter unit was engaged on other railroad construction elsewhere on the same line. This work was completed in 27 days.

Photograph No. 19 shows the work in progress. Photograph No. 20 is a view of the masonry headwall, showing the salvaged pipe used for culverts. Photograph No. 21 shows one of the American grading units involved in the work, and No. 22 shows the completed project.

Rebuilding the railroad road to Rome was a long and arduous task, but thanks to the spendid work of the railway construction troops, both British and American, and the able assistance furnished by the 94th Regiment of U. S. Engineers, the job was accomplished. Thus, 26 days after the first Allied patrols entered Rome, one rail line was completed into the city, and 20 days later a second line was completed. It may be interesting to note that when celebrations, most fittingly, were being held in Rome to mark the entry of the first train, the majority of the troops which had made this possible were fanned out far to the north of the city striving to bring railheads to the rapidly advancing Allied armies.

Credit Due Abroad and at Home

To the engineering and construction officers and enlisted men in the Military Railway Service, Transportation Corps, Mediterranean Theater, the following awards have been made:

LEGION OF MERIT

Colonel Benjamin H. Crosland (Hq. Mil. Ry. Serv.)
Lt. Col. Charles S. Sanderson (703rd Ry. Grand Div.)
Major (then Captain) Hal E. Wilson
Major Thomas R. Patterson (701st Ry. Grand Div.)
Capt. (then 1st Lt.) Victor E. Williams
Capt. Virgil I. Kessinger
1st Sgt. Otis B. Schooley
1st Sgt. Norbert A. Shafer
T/Sgt. William V. Smith
T/5 John L. Denson

SOLDIERS MEDAL

Capt. (then 1st Lt.) Marvin L. Horton (703rd Ry. Grand Div.)

PURPLE HEART

S/Sgt. Willie A. Nichols
S/Sgt. Smith F. Harris
T/3 Lee A. Richardson (704th Ry. Grand Div.)
PFC Apolinar Escamilla
PFC Elmer T. Wetzel
PFC Stanley Andruski

In closing, it is proper that great credit be given to the American engineers and railway supply people who design and manufacture the tools with which these men accomplish their missions. It is extremely fortunate that the British units are in large part equipped with American tools, as are the American units; and so, with a combination of American railroad maintenance and construction experience, with the fullest co-operation from experienced British railway construction troops—and not forgetting our Italian co-belligerents who have furnished us a goodly number of railroad construction troops—the Allied force, Military Railway Service, has been able to reconstruct and rehabilitate railway lines of the Italian State Railways behind the Fifth and Eighth Armies, which has permitted the handling of vast quantities of necessary ammunition, gasoline, food and general supplies over long distances, and up to a point at all times not far behind the actual battle line.

We are proud indeed of the award by General Clark of the Fifth Army Plaque and Clasp, and perhaps the thing that pleased us most in that award is a portion of the General's letter addressed to the Director General upon the date of the presentation of the award, from which I quote:

"From the commanding general to the enlisted locomotive engineer, each displays a genuine desire to co-operate and to serve. Plans have been based not on the easiest solution, but on the one that would most fully meet the needs of the Army. With unswerving concentration on the task ahead, your officers and men have labored often under fire in planning, constructing and operating the rails to the forward areas virtually to the army front lines. Time and time again, crucial material and reinforcements could not have been brought into action except for the outstanding performance of the Military Railway Service."

Fig. 21 (Above)—One of the American Grading Units Used in the Work. Fig. 22 (Below)—The Completed Crossing

How Can Railroads Avoid Socialization?

To preserve adequate service they must have new capital, and private investors won't put it up under present conditions of rivalry from public facilities financed by taxes

By GUSTAV METZMAN
President, New York Central System

CAPITAL funds are the lifeblood of enterprise. They are the wherewithal to buy the tools of production. The tools will be built and used only if investors want to put their money in them. Investors put in their money because they look for returns—namely, profits. The question is, do people believe that the industry will be sound and profitable? I believe that railway investments can be made profitable. But there is a large factor over which railroad men have no direct control, namely, public policies as laid down by government—federal, state and municipal.

Public vs. Private Capital

The problem of capital funds for transportation is complicated today because we do not have just private capital in transportation. We have for years had some public capital in highways and waterways, but in the 'Thirties, much more public capital was poured in. Airways and airports have become important. In the last twenty or so years, *more money has been spent on fixed transportation plants other than railroads than had been spent on the whole railroad plant of the United States in more than a century.* By far the greater part of the money spent on these newer ways of transportation has come from taxes, whereas over 98 per cent of the investment in railroads was the *private* funds of private investors.

Transportation was once the exception in having a lot of public funds invested in it. Now, every business has the same problem in greater or less degree. The war and public policy are responsible. The public utilities industry has the T. V. A. Almost every manufacturing industry has the problem of war plants—built with public funds through the Defense Plant Corporation.

How are these public investments going to be handled? Are they to be used to undermine and destroy the enterprise system? Will businessmen, workers, farmers and all the other citizens of our country see the problem clearly enough—and get the message to their elected representatives effectively enough—to solve this problem in the American tradition?

RRs Have Only Pre-War Plant

War has dramatized transportation. The newspapers tell us about the bridge of ships across the seas; how the overland transportation system of France was not strong enough to support the main assault on Germany—how that assault had to await the expansion of French land transport and the opening of Antwerp and other ports, closer to the battle lines.

They tell us about the greatest single assembly line in this entire war machine, the American railroads. The railroad assembly line has transported the troops to the ports of embarkation; carried them about the country in their many shifts during training. It has transported the war materials to the ports. It has transported the materials for the industries that make the weapons of war—and the people who make the weapons. Mass production depends on mass transportation.

The railroads are performing virtually three-fourths of all the transportation service in America, local cartage excluded. Here is a machine that *must* be kept sound—always ready to answer the call. Why have American railroads been able to meet the demands of war? Not because they got enough cars, locomotives, tracks and terminals *after* war became imminent. At the end of 1940 the American railroads owned 44,333 locomotives; at the end of 1943 they owned 45,210, only 877 more. At the close of 1940 they owned 1,684,000 freight cars; at the end of 1943, 1,780,000, a substantial increase, about 96,000, but percentage-wise an increase of only six per cent. Passenger train cars owned, 38,308 at the end of 1940, increased only 177 at the close of 1943.

Post-War Planning Not New

With this equipment the American railroads hauled 375 billion ton-miles of revenue freight in 1940; 730 billion ton-miles in 1943, and it is estimated that they will haul 748 billions—double their 1940 load—in 1944. Before the war their peak loads had been 409 billion ton-miles in 1918 and 450 billions in the boom year of 'Twenty-nine. In this war the passenger load of the American railroads has increased four-fold.

Hard and efficient work and cooperation have made this job possible. Railroad men; the armed forces; the civil officers of our government; the Office of Defense Transportation; the shippers, labor—all have worked together. Where did the railroads get the tools to do this job? They got them from a post-war improvement program. The railroads did some post-war planning after World War I. They had no fancy name for it, but they did it. They did it in a great improvement program—beginning in 1923 and continuing through 1930.

In the single year 1923 capital expenditures of the railways were above the billion-dollar mark. For eight years, 1923-1930, inclusive, the railroads spent $6,742,000,000—an average of five-sixths of a billion a year. In the next nine years, 1931-1939, railway capital expenditures fell to $2,332,000,000—a yearly average of only about a quarter of a billion, against five-sixth of a billion in the good years. Nearly all of the railway plant that is helping to win this war was in existence in 1930.

RRs Will Again Need Improving

During the 1930's we heard on all sides that railway plant was over-built; that the railroads were burdened with surplus facilities. We were told that newer forms of transportation had permanently taken over a large part of the railroad load. Where would the country be today, if the railroads, during the 1930's had scrapped a large part of their plant?

I see valuable lessons for the future in this past experience. The railroads should come out of this war in much better condition than after World War I. We have learned from past mistakes. We have avoided another costly experience with direct government operation. In the last war the federal government accumulated a deficit of about $2 millions per day in operating the railroads; whereas in this war the railroads are currently paying to the federal government, through the medium of taxes, about $4 millions per day—a difference of $6 millions daily. The total difference to date is $5 billions.

Our railway plant will need a lot of improvement, just as it did after World War I. Not so much just repairs. What we need most is modernization. We had one standard of railroad transportation before this war; we are aiming toward another and higher standard, afterwards.

The locomotive has always been the great symbol of the railway industry. A few words about it will give an idea of what is going on. We have steam locomotives on the drawing boards that we hope will outdo anything now on the road. The gas turbine holds much promise for another kind of railway locomotive. The field of Diesel power is as changing as it is active. And, in addition, the electrification of heavy traffic lines is definitely in the picture. There will be changes in other parts of railroading as with locomotives.

This article is a condensation of an address by Mr. Metzman to the Economic Club of Detroit on December 18.

Our improvements in railroading are not confined to the material side. We are also giving attention to the human side. On the New York Central, we have in progress an ambitious program of employee relations and employee training—and this is bearing definite fruit. Its continuance will develop better men and women and in turn will make a better railroad. Railroad management alone can make these changes, all within our organization; but improvements in our plant are not so simple. We will make them, if we can find money to pay for them. We will want a lot of capital funds to bring our railway service up to post-war standards.

Will Private Funds Do the Job?

If we can get the capital we need in this railroad industry, that capital will mean jobs—jobs to make locomotives, cars and other facilities; jobs to run them; jobs for the sales, business and maintenance people who sell the service and who do all the incidental jobs.

The railway industry has always looked to private sources for its capital funds. In the early days, the railroads did get some public capital in the form of land and other grants. This has been repaid, many times over, through reduced land grant rates on government traffic—currently, it is being repaid in full once every five months. To finance their post-war improvement program, the railroads are looking to the private investor. On the surface of things, one would say that the stage is all set for a great post-war railway improvement program, financed by private capital.

Uncle Sam the Competitor

Will this program materialize? The big question is, will government pour capital funds into competing transportation enterprises—such as waterways, highways, airports and airways—finance these improvements out of the public treasury, and not charge the users enough to pay the government back? How will surplus ships, pipe lines, trucks and airplanes be disposed of? Will all this be done on terms consistent with a free enterprise economy, or will it be on terms that discourage private investors from putting up their money for anything that competes with these government facilities?

Could the great automotive industry make its plans, and could it get the capital funds to back them up, if there were a threat that the government would build an equally modern plant for its competitors—that the government would exempt the competitors' plant from taxes, and charge them a rent that would not reimburse the government? That is exactly what I am talking about when I talk about the threat that confronts us in the railway industry. Here are a couple of examples:

The New York Central Railroad is the second largest real estate taxpayer in the City of New York. We operate a famous passenger station—Grand Central Terminal, used by the New York Central and the New Haven Railroads. We railroads pay our security holders a return on the capital invested in this terminal. The terminal property and franchises are assessed for tax purposes at nearly $100 millions. Taxes for the year 1944 are *$2,844,000.*

A few miles away, at a municipal airport, about $50 millions of public funds have been spent for a great air terminal. Even larger sums of public money are being spent to build another great air terminal, also to serve New York City. These air terminals, however, are tax free. And in addition, the taxpayers will not get back their investment money—charges to users are too low to liquidate the public investment.

The New York Central, one of the largest real estate taxpayers in the City of New York, is paying taxes to provide tax-free airports for its competitors. Is the city prepared to take over Grand Central Terminal, make it tax free—give up its nearly three millions of annual tax revenue—and let the railroads use it on the same terms as the air lines are permitted to use the airports? I do not advocate this—I simply point out what equal treatment would call for, if equality were achieved in this way.

The people of the State of New York have invested $193 millions in the New York State Barge Canal. The federal government has put in $25 millions more, a total of $218 millions. This canal costs the people about $10½ millions each year, considering interest, maintenance and operation. The users pay no tolls. Based on a five-year average of tonnage, '39-43, every ton moved on the canal cost the taxpayers $2.59. For 1943, the cost was $3.73 per ton, because of smaller tonnage. If we figure this cost by ton-miles, it comes to more than the railroads charge for hauling freight. For the five years, the ton-mile cost to the taxpayers for Barge Canal freight averaged 1.18 cents; in 1943 it was 1.57 cents. And this is only the taxpayers' cost for owning and maintaining the waterway—it does not include what the shippers paid for moving the freight over it.

Why Investors Are Shy

In 1943 the railroads of the United States hauled freight for less than one cent per ton-mile—$^{94}/_{100}$ of a cent, to be exact. The taxpayers would be better off if all the freight carried on the New York State Barge Canal were put in railroad cars and the taxpayers paid the freight bills—even if the shippers contributed nothing.

Is it sound policy for the people to put public money into this kind of competition with private investments—into direct competition with investments that are carrying a heavy tax load? Will this kind of public spending bring everlasting prosperity? I once heard a professor who said, "Imagine an elephant with 51 per cent of his weight hanging over a precipice and his tail tied to a daisy." That's nonsense.

We do not know the terms on which public capital will be spent—whether government will demand, through charges to users, the return of the entire cost, none of the cost, or half the cost. I believe it was Senator LaFollette who said that American business could accommodate itself to social security costs, but it could not accommodate itself to uncertainty. That is the trouble the railroads are in—they face an uncertain amount of public spending, on uncertain terms. Another of the disturbances on the horizon is a law suit, no ordinary law suit, but an attempt by the Department of Justice to assume the role of arbiter in transportation matters and disorganize a time-tested system of coordination of the industry and a long-standing federal agency, the Interstate Commerce Commission. It is an attempt to undermine the orderly methods of carrier rate-making—methods first written into our laws in 1887 and developed for 57 years by the carriers and the Interstate Commerce Commission.

I refer to the anti-trust suit filed at Lincoln, Nebraska, by the Department of Justice. The Department would make it possible for rates that had satisfied everyone for years to be upset overnight by a single shipper, who might persuade a single carrier to change a rate.

Do We Want Private Enterprise?

The disposition of this lawsuit—will have a large influence upon our problem of capital funds. Congress should remove this threat by doing two things. First, Congress should declare that the conference method of making rates is lawful, provided the conferences are conducted according to rules prescribed by the Interstate Commerce Commission. Second, the railroads should be permitted to make agreements about competitive schedules and other service features, provided the agreements are approved by the Interstate Commerce Commission as being in the public interest. The air lines and the ship lines are already permitted to make such agreements.

The stockholders who own, and the executives who manage transport operations on our highways, waterways and airways, favor private enterprise. The leaders of the automotive and the highway transport industries agree that commercial users of highways should pay their way. The differences narrow down to whether or not they are now paying their way. Leaders of air transport recently joined in a United States Chamber of Commerce report, recommending that airports should ultimately be placed on a self-sustaining basis. I see hope in this agreement. If we can agree on the basic fundamentals, can we not reach common ground in applying these fundamentals?

A lot of committees, boards and agencies have tackled this problem of transport policy. Most of them have been thrown for a loss. These bodies have devoted themselves too much to transport *regulation* (rates, tariffs, licenses to do business and the like) and not enough to a more basic question. That basic question is, how does the investment of public funds affect transport?

The National Resources Planning Board at least deserves credit for a novel

approach to the capital funds problem. Its suggestion was that the government purchase the fixed property of the railroads, assuming the burden of further improvements in fixed railway plant. The plant would be leased to railroad companies for operation, on a rental basis comparable with the license fees, full taxes and occasional tolls paid by highway, waterway and airway operators. The railroad companies would provide the equipment and do the operating. In this way, the inequality between private ways for railroads and public ways for their competitors would be removed.

The Planning Board's solution had the virtue that it faced the situation. It had the vice of being a big entering wedge for government ownership of railroads. I am happy to say that I know of no railroad man who wants to sell out on the Planning Board's terms.

Parts vs. the Whole

In Congress, quite a few committees deal with federal transport legislation. Looking through the Congressional Directory, in the House of Representatives we find Committees on Interstate and Foreign Commerce; Merchant Marine and Fisheries; Post Offices and Post Roads; Rivers and Harbors; Roads. On the Senate side, we find Committees on Commerce; Interoceanic Canals; Interstate Commerce; Post Offices and Post Roads. We have serious proposals for a separate committee on Aviation. Outside of Congress, we have still more agencies—the Interstate Commerce Commission, the Maritime Commission, the Civil Aeronautics Board, the Public Roads Administration.

Each of these agencies is concerned only about that part of transportation for which it is directly responsible. The natural tendency is for each committee to look at *part* of transporation before it looks at *all* of transportation. What we need is less emphasis on *parts* of transportation and more attention to a problem that is basic to every part—the problem of capital funds.

Policies governing the flow of capital funds into transportation should be the kind of policies under which investors have a chance to get their money back—whether those investors put in their money through private channels, or through government. What this policy would do is to protect the American citizen, the man who puts up the money. It all comes from the forlorn little man in the barrel whom the cartoonists label "taxpayer." Private transport costs money, and government transport also costs money. What we need is more self-supporting transportation—the kind that directly gives the investor his money back. If the investor gets his money back, the process of reinvestment is continuous and the jobs are permanent; if the investor does not get his money back, the jobs come only once and new money will have to be poured into a bottomless pit.

RRs May Be Socialized

If our government-owned transport plant—super-highways, waterways and airports—were made really self-supporting, then these developments could be made free from appropriations and from politics. Greater use of them would automatically increase the financial returns—and provide a basis for financing additions and improvements. If this were done, private investment in railways could live alongside of government investment in highways, waterways, airports and airways. Unless some solution like this is acceptable to the American people, I do not know how long the railways can get along without public aid, and still provide the service the nation needs, in peace and in war.

The American railroads will need a great post-war improvement program. The railroads, after victory is won, want to give the country transportation based on post-war standards, not pre-war standards. Whether they can do this depends on public policy.

Seeking to Destroy Transportation Efficiency

The anti-trust suit against the railroads, considered in the light of the public statements by Attorney General Francis Biddle and Mr. Wendell Berge, and statements by officers of the Department of Justice before a Senate committee, leads to the conclusion that the Department of Justice believes that the Interstate Commerce Act, one of our oldest regulatory statutes, has failed in its purpose and that the administration of the Act by the Interstate Commerce Commission has failed to protect the public. It leads to the further conclusion that the Department of Justice believes that the only substitute for protection of the public in the matter of railroad rates is competition enforced through application of the anti-trust statutes to the railroads.

The question is not as simple as the Department of Justice seems to think it is. The fixing of railroad rates is a complex but logical procedure which has been worked out, by trial and error, over a period of many years. The present system of rate bureaus, operating in cooperation with shippers, grew up as a practical means of working out the complexities of the railroad rate structure.

The efficient operation of the railroads during this war period was not an accident. It resulted because, among other things, the railroads, as a result of years of experience, learned that efficient operation requires some degree of cooperation. Hit-or-miss coordination will not work in a network of systems as vast and complicated as the American railroads. Recognizing this, the railroads organized the Association of American Railroads, which serves as a sort of clearing house for many phases of necessary coordination. The western roads organized the Western Association of Railway Executives for a similar purpose. These agencies and many others are essential to the efficient coordination of our great network of railroad systems.

And yet, the Department of Justice would have the public believe that these are evil things. It would do away with these two associations and their important functions, and would so readjust rate-making as to make the rate bureaus useless.

If the Association of American Railroads were to be destroyed, utter chaos would result in the railroad field. There would be no central agency to supervise the interchange of equipment, the standardization of couplers and brakes, the specification of car dimensions, the coordination of car service, and other important matters of common interest.

As the result of coordination effected through the Association of American Railroads, the railroads have met the necessities of our war-time requirements, subordinating their individuality to the welfare of the country, and have been reminded repeatedly of the gratitude of the armed forces and other governmental agencies. Yet, in spite of this, the Department of Justice places the railroad industry in the light of a law violator and seeks to destroy the very means by which the railroads achieved the cooperation which enabled them to do their successful war job. Is there any common sense in that?

Probably there would be further far-reaching results from such a policy. All know of the important functions performed on behalf of shippers by the Shippers' Advisory Boards. If the Department of Justice should be successful in its efforts to change the entire railroad picture, it is not beyond the realms of possibility—in fact it is well within the realms of probability—that the Department would level its anti-trust guns at the Shippers' Advisory Boards through similar charges against them, thus jeopardizing the continued existence of these excellent protective organizations.

Therefore the problem is one of vital importance to the country's shippers—just as vital as it is to the carriers. That this is true in the minds of the shippers themselves is indicated by the recent action of the National Industrial Traffic League (the largest and one of the oldest shippers' organizations in the country), condemning the action of the Department of Justice in filing the anti-trust suit at Lincoln and urging that the suit be withdrawn. The opinion of the League is about as weighty as any that could be rendered.

—Carleton S. Hadley, General Counsel, Wabash, in an address to the Associated Cooperage Industries at St. Louis on November 29.

Development Work Aids Public Relations

No other railroad activity quite so thoroughly shows the carrier's interest as identical with that of the community

By WARREN T. WHITE
Special Assistant to Receivers, S. A. L.

MODERN business must do more than produce and offer for sale at an attractive price some commodity or service demanded by the public. The commodity or service must be produced under conditions which meet the approval of composite community opinion, and be "sold" in such an attractive way as really to please the customer. The customer today is not interested solely in the characteristics of the product, but is likewise concerned in the way a business conducts its operations. He is interested not only in what we do but also in the way we do it.

A Problem in Education

Suppose we go to a hotel which offers every desirable comfort, but are discourteously treated. In such a case, no amount of physical ease or fine furnishings will offset the unfavorable impression. The public relations problem of business runs even deeper than merely pleasing the customers. We must also educate them in the philosophy, the aims and the practices of business as it operates under our system of free enterprise. There is too much ignorance of the philosophy and basic aims of business. In recent years a rather widespread psychology has been engendered which portrays all business as unethical and somehow inimical to the interests of the common man. The job is to imbue Mr. John Q. Public with the knowledge that we, like himself, are just average fellows, honestly trying to get along. This understanding cannot be developed by any scheme of high-powered press agentry. Publicity and advertising have their places in any public relations program, but we will be judged more by what we do and the manner of doing it than by what we say.

All business today has the primary job of preserving those principles of free enterprise which have made us the greatest country in the world with the highest standard of living in recorded history. Those principles are the foundation of what we call "freedom." If the public accepts these principles as the fundamental creed of business, then business will have a chance to prosper and to grow.

Good public relations is a matter of special importance to the railroads. This follows because the "points of contact" between the railroad and the public are so much more numerous than in most other lines of business. In the case of a manufacturing concern, direct contact with the public is confined largely to the executive staff and the sales organization. With a railroad, however, there are few employees whose duties do not bring them into contact with the public at one time or another. This condition makes every member of a railroad organization a "public relations representative," whether a good, bad or an indifferent one. It is the duty of the public relations director to interpret the activities of the railroad to the public in a favorable light. His efforts will succeed only in proportion to his ability to imbue the entire organization with a spirit of service, friendliness and genuine courtesy.

While the railroads have come a long way in the improvement of their standing with the public, it would be a mistake for anyone to get the impression that there isn't much more to be done along these lines. The railroads today are enjoying an unusually high wave of public favor, because of their successful handling of the unprecedented volume of business incident to the war—but many others have done equally well in their particular line of endeavor. When the war is over, conditions will become extremely competitive again. It is imperative, therefore, that the railroads hold and strengthen as much of the present friendship toward them as possible.

The Personal Touch

The number of ways to gain and keep friends is legion, but there is no other line of activity that will compare with the railroads' development work in the building of good will. Development activities by the railroads identify them as citizens of the community. The railroad engaging in such work becomes a community builder and establishes with its patrons that mutuality of interest which is the best foundation for true friendship. You may have the finest railroad plant in the world, but citizen John Doak will not be interested except insofar as your railroad affects *him*. If you are furnishing good service and if, beyond that, you are also engaged in an effort to attain benefits which will help John Doak, you have an effective means of promoting good relations with John Doak.

The railroad which I have the honor to represent was responsible for locating a substantial industry in a community where there was widespread unemployment and where business was at a low ebb. The new enterprise brought a large payroll and with it came renewed business activity and prosperity for the whole community. The county commissioners held a meeting for the purpose of passing resolutions of appreciation for the work of the railroad in bringing the new industry to the town. The resolutions were embodied in the official records of the county and were published in the local papers. No amount of advertising or publicity work could have even approached such results. The railroad benefited, not only from the tonnage the new industry afforded but because a bond of mutual interest was forged with the community.

It is impossible, of course, to locate new industries in every community. But, we can let our friends and patrons know that we are working with that aim. Often the very striving for a mutual objective, even though it is not achieved, will produce as much in the creation of good will as if a new plant were secured.

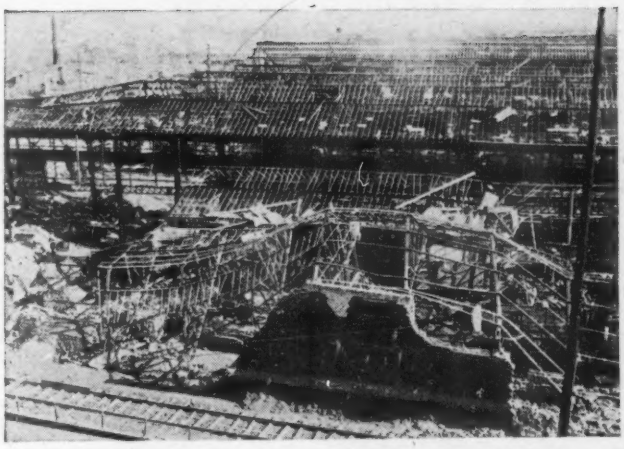
Some industrial agents prefer to pursue a lone-wolf course and not to work with the local people, keeping in the dark all negotiations leading up to the location of an industry. In some cases this may be necessary, but more often matters are expedited by letting local leaders in on the negotiations.

Public relations in industrial development is something that works two ways. The promotion of industrial development produces good will, but good public relations are also necessary to attain success in the location of industries. As every industrial agent knows by experience, one of his hardest jobs is to build up a reputation for ability and unbiased judgment. Until he is well established in the confidence of industry and in the minds of the people in the territory, his representations are subject to considerable discount. The people of the community can help the industrial agent to achieve a reputation for ability and reliability and will do so if he makes them his friends.

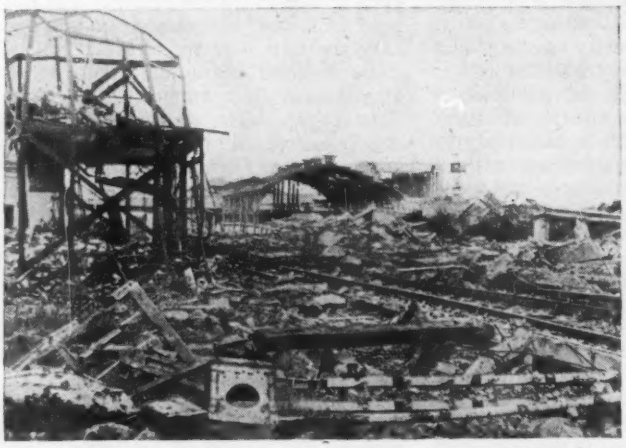
Community Builders

The present high favor in which the railroads find themselves will not continue long without further performance to justify it. The grist from today's mill will not suffice for tomorrow's needs. In the competitive days which lie ahead there will arise "a king who knew not Joseph." In the past, railroads have been too often regarded in the category of the hard-boiled corporation caring nothing for the desires of the individual. The only way to offset that impression is to demonstrate by action—not by words—that the railroad is an integral part of community life; that it is indeed a community builder.

This article is condensed from an address to the American Railway Development Association at Chicago on December 14.

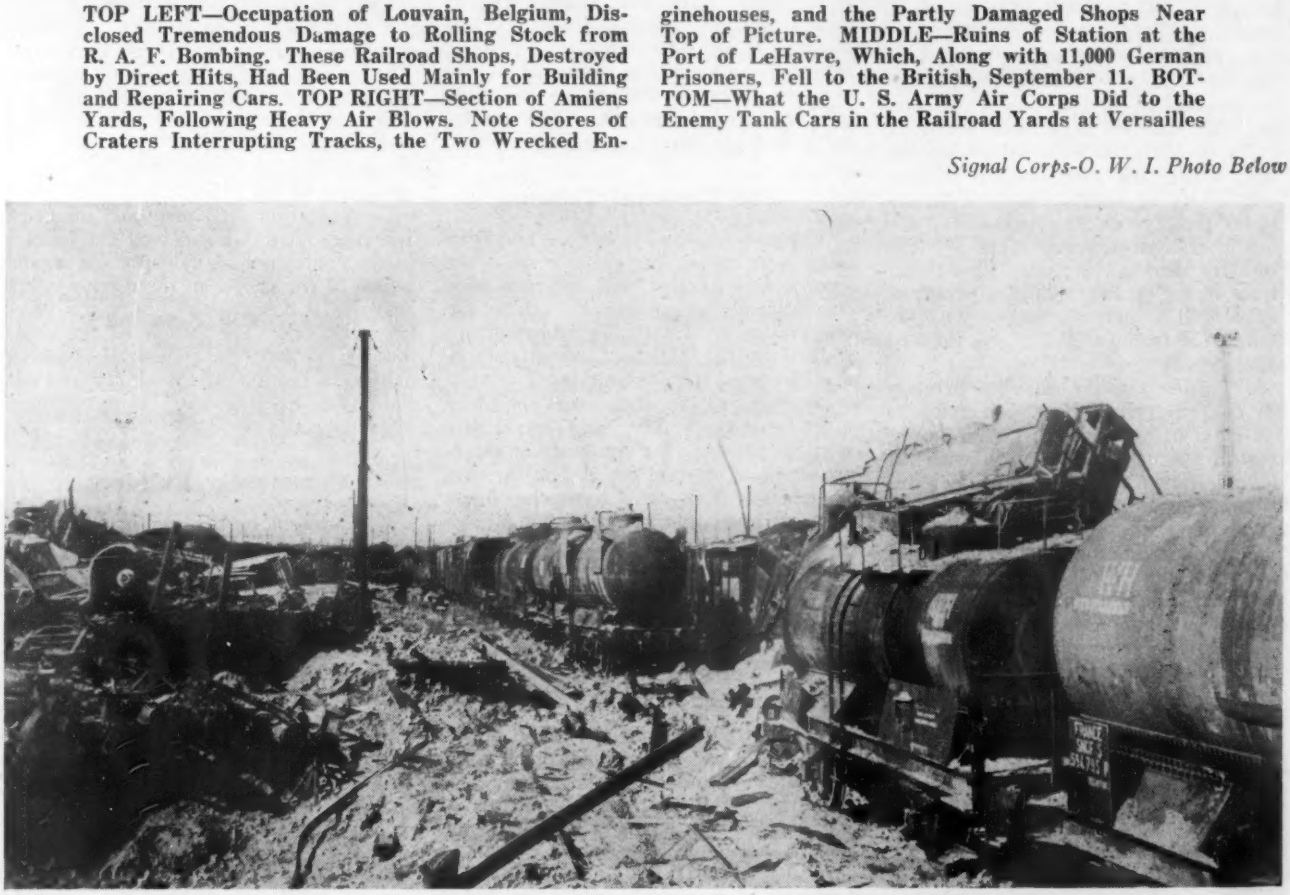


British Combine Photos



TOP LEFT—Occupation of Louvain, Belgium, Disclosed Tremendous Damage to Rolling Stock from R. A. F. Bombing. These Railroad Shops, Destroyed by Direct Hits, Had Been Used Mainly for Building and Repairing Cars. TOP RIGHT—Section of Amiens Yards, Following Heavy Air Blows. Note Scores of Craters Interrupting Tracks, the Two Wrecked Enginehouses, and the Partly Damaged Shops Near Top of Picture. MIDDLE—Ruins of Station at the Port of LeHavre, Which, Along with 11,000 German Prisoners, Fell to the British, September 11. BOTTOM—What the U. S. Army Air Corps Did to the Enemy Tank Cars in the Railroad Yards at Versailles

Signal Corps-O. W. I. Photo Below



U. S. Army from British Combine

ABOVE—A U. S. Soldier Views Captured German Tank Car Loaded with Liquid Chlorine. RIGHT—Germans Destroyed This Bridge in Normandy to Impede the Allied Advance

More About the M. R. S. in France

FRENCH railways, after being systematically wrecked by Allied bombers, are being restored to working order, and operated by the Military Railway Service of the Transportation Corps, U. S. Army, are now carrying more than 10,000 tons of military freight daily. Operating day and night, soldier train crews move the trains from Cherbourg to points east of Paris, where munitions are transferred to First and Third Army trucks for movement to the front.

Five major French railway lines and three single-track lines have thus far been reconditioned, following air attacks so successful that the French estimate 60 per cent of their rolling stock to have been destroyed. At a single classification yard, now in use, there remains the charred and rusting junk of 1,300 locomotives and freight cars. The German haul from this same yard had been the seizure of 400 locomotives, among them a number of American "Pershing" locomotives still in use after World War I.

Plans laid prior to the invasion had anticipated huge losses of French equipment, and to assure ample rolling stock as soon as the railway lines should be repaired, the stage had been set for speedy transfer to the Normandy coast of American-built rolling stock from England. Cars and locomotives, ready to fire up, were set on tracks in the holds of LST's. On reaching the French beaches, this equipment was towed ashore by gasoline tractors, trestles having been laid carrying rails out over the water.

No 16-Hr. Work Rules

The one thought paramount to the American railroaders has been to get the trainloads of supplies up to the front. For their success in this connection, they were recently commended by Major General Frank S. Ross, chief of transportation, E. T. O., who praised their "excellent and noteworthy accomplishments in the assigned task."

Under the pressure of battle, there are no 16-hr. working rules, and army railroaders often stand by their throttles, shovels, brakes or switches for days without relief. One block controller is reported to have sat in an office without leaving his telephone for 96 hours, and, in a single night, a captain and four enlisted soldiers poured, by hand, 2,100 gallons of fuel from 5-gal. cans into the tanks of three Diesel engines. The cans were hauled in a ¾-ton weapons-carrier from a dump five miles distant.

"Strafed and Sniped At"

Soldier railroaders use American equipment, plus anything else they can lay their hands on. Each train carries a five-man crew. The conductor is a sergeant, the engineer a technician fourth grade, the fireman a technician fifth grade, and the brakeman a private first-class. Nearly every railroad in the United States is represented somewhere among these soldiers. American steam locomotives of two types are employed—the 0-6-0 and the 2-8-0. They use Diesels of 650- and 500-hp. for road service, and for switching, the 350- and 150-hp. models.

Describing the hardships of his men in operating the lines, often to within five miles of the front, Brig. Gen. Clarence L. Burpee, commanding general, 2nd M. R. S., told of their having been "strafed, bombed and sniped at," but indicated their greatest dangers were perhaps occasioned by their need for violating many precepts of peacetime railroading. Trains drive through the blackout without headlights, and an engineer can never be certain what lies ahead. Every tunnel is a potential death trap, and crews tell of having felt tracks sag beneath them as they have crossed a recently repaired bomb rupture.

The French campaign moved with such rapidity that in many cases exceptional risks were taken by these military railroaders. Often an engineer would be required to take out strange equipment, with bad brakes, and with only a sketchy map to guide him over a new route. Without lanterns, brakemen have given signals by swinging glowing cigarette butts, or even the tiny flame of a cigarette lighter. Sometimes water lines have been completely blown out. Where this has occurred, civilian fire departments have pumped water into the locomotive tenders, or it has been dipped out of ditches and shell craters and passed along by prisoner-of-war bucket brigades. When firemen ran out of coal, they burned crossties, straw and scrap lumber. Supply trains have, at times, been so close to retreating Germans that they have been bombed by Allied planes. Once soldier railroaders moved into a classification yard so soon behind the action that trains were found burning and German dead, littering the area, had first to be buried.

Work of the Engineers

Contributing in no small measure to the rapid advance of the M. R. S. is the work of the United States Army Engineers, who, since D-day have rehabilitated 1,500 miles of railroad and erected nearly 100 railroad bridges. This corps has 10 regiments, consisting of 13,000 men, who make railroad repairs. In addition to laying new patches of track, they have built two major classification yards on what was formerly farm land. One of these yards has 33 tracks, totaling 15 miles. In most areas, the engineers found that the Germans had been too hard-pressed always to demolish, mine or booby-trap the railways, but in at least one case, the engineers had to clean out a tunnel in which an ammunition train had been blown up. In other areas, however, where German resistance had been fierce, and where there had been considerable pre-invasion Allied bombing, the en-

gineers found tons of wreckage to clear away, coaling facilities and water lines to repair.

For bridge repairs, they have used a large number of German I-beams, and expect to employ whole prefabricated railway bridges captured from the enemy. Most of their bridges are of British prefabricated-unit construction, including 40-ft. sectional bridges and rolled steel beam types. Piers are light steel trestlework with camelfeet bases.

Operational Setup

Standard procedure for operating Army railways on the Continent is through a headquarters which corresponds to the office of the general manager of a peacetime railroad. Analogous to the office of a division superintendent is the railway grand division. Each of these groups operates 50 to 100 miles of line. Such headquarters are staffed with transportation, mechanical, engineer and stores sections. To a grand division belongs an operating battalion. This consists of a maintenance-of-way company, an equipment company to handle light repairs and a transportation company of 50 train crews of five men each. There is a railway shop battalion for heavy maintenance, which consists of an erection and machine shop company, a boiler and smithing company and one for car repairs. The system also includes "regulating stations" (traffic agencies through which movement of troops and supplies is controlled between communications and combat zones and, laterally, between regulating points).

Signal Corps Contribution

Assisting transportation and engineer corps in reconstructing the French railways are the signal corps battalions and companies which are working in shifts around-the-clock. Mobile signal corps units have followed close behind tactical troops, often within range of enemy artillery. Armed patrols frequently have protected the wire lines from pockets of Germans not yet rounded up. Under Col. P. A. Wakeman, signal officer of the advance section of the Communications Zone, construction units are assigned to railroad areas and all available communication materiel—wires, cable, insulators, switchboxes, transformers, etc.—are picked up for repair. Wherever possible the signal technicians have utilized abandoned German communication equipment. The French National railway organization (Société Nationale de Chemins de Fer) has cooperated to the extent of furnishing workmen and any usable equipment it may have on hand to hasten the job of rehabilitation.

Word now has come through from headquarters, E. T. O., on three railroad-sponsored operating battalions and one shop battalion, at present operating in France—a Milwaukee railway operating battalion, activated at Fort Sam Houston, Tex., December, 1943 and thence moved to Fort Snelling, Minn., for its course in military railroading, as well as a Milwaukee railway shop battalion, which unit was activated in Camp Plauche, La., and had its railroad training at the Missouri Pacific shops at North Little Rock, Ark. (See *Railway Age*, April 29, 1944); the Chesapeake & Ohio railway operating battalion; and the Louisville & Nashville railway operating battalion, which received its railroad training at Clovis, N. M. (See *Railway Age*, July 31, 1943, page 206), and just prior to leaving the U. S. took an advanced course at Fort Snelling.

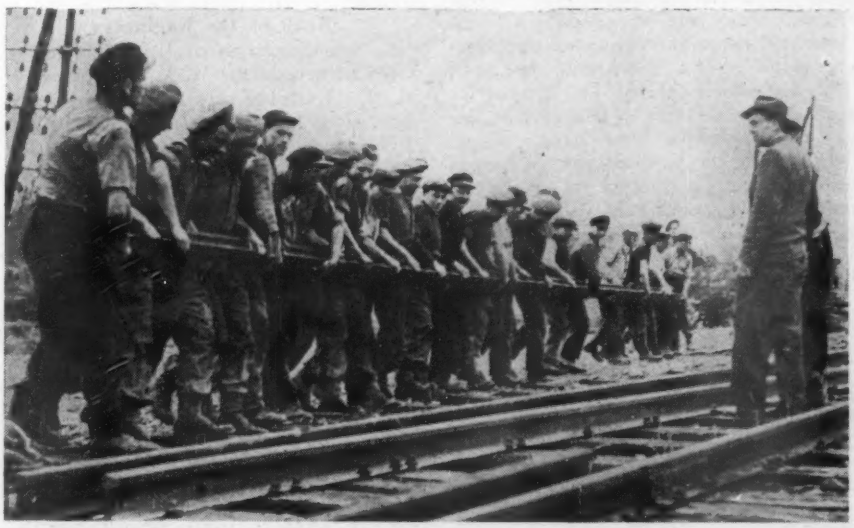
Milwaukee Ry. Op. Bn.

The Milwaukee's newest railway operating battalion, which remained in England but a short time prior to its removal to France, after policing Normandy apple orchards in off-duty hours, has moved into the bomb blasted city of Vire. From this point it now operates trains daily over more than 85 miles of track. Officers and enlisted personnel have undergone many difficulties since beginning operations. At present, they are living in an abandoned hotel, sleeping on beds minus mattresses, and eating in the open. The mess sergeant set up a kitchen in a boxcar, also abandoned, and the men are at least getting three hot meals a day. All glass has been blown from the windows of the hotel, and the dining room of the abandoned establishment acts as the unit's headquarters. Kerosene lamps give light for crews working at night.

It fell to Company "A", commanded by Capt. John W. McReynolds, Bolivar, Mo., to clear yards and rebuild destroyed installations. Without hesitation they blasted, shoveled and worked long hours. Ingenuity was needed when Company "B", captained by Roscoe L. Allen, Ogden, Utah, finding itself without shops or roundhouses of any description, put oilers, mechanics, car repairmen or anyone else available to work getting equipment in top order. Company "C", composed of operating men, is commanded by Capt. William J. Winfree, Atlanta, Ga., and it is reported the different companies worked smoothly together. Former division superintendent for the Milwaukee, at Savanna, Ill., Lt. Col. Walter J. Hotchkiss is commanding officer of this battalion. Major James D. Shea, of Ottumwa, Ia., also a former Milwaukee employee, is executive officer.

Under the Supervision of a French Foreman, British Engineers and French Railroaders Lay New Track on the Railway Line Between Caen and Cherbourg

British Combine Photo



A Top Shop Battalion

The Milwaukee's railway shop battalion, because of its record in England, was chosen as the first such shop group to go to northern France. Major John W. Moe, commanding officer, and former Milwaukee employee, wants to be sure that people find out about the "fine work" of these boys, and adds they are "doing more than anyone ever expected." This shop battalion, in two months of locomotive assembly in England, set up such an excellent work record that it became known as one of the crack battalions of the Transportation Corps.

About a month after D-day, the main detachment landed on the beaches and hiked 14 miles to a bivouac area. They were carried about 50 miles further by truck, and their quarters the first night were former German barracks. In the morning they inspected their surroundings. The cooks, the more fortunate of the organization, found several undamaged steam boilers. In the yards and shops only the buildings stood. Fixtures, rails and equipment were strewn about the area, wrecked and useless. Machine shops were just about destroyed. Major Moe found

French Loco Gadgets "in Wrong Place"

Locomotive repairman, Cpl. Harry A. Roty, of Minneapolis, Minn., on duty somewhere in France, complains that the gadgets on a French locomotive are "in different places from where we put them, and the names above are all in French." He explains, "at first I pulled what I thought was the blower, and I'd find I had opened a petcock, and so on. But now I know the different French names for all the gadgets."

"It's no help though, when I walk into a restaurant wanting a steak," he adds ruefully.

U. S. Army from British Combine

Members of the French Forces of the Interior Equipped with Bicycles, Rifles and Grenades Stand Guard Over a Captured Supply Train Near Braisne, France

two abandoned machine lathes and, from this salvage, a new lathe was constructed.

There is one incident in which the entire battalion takes some pride. It is told that two electricians attached to the group, while sightseeing in town after work hours, came upon two colonels helpless before an electrical power unit. Volunteering their help, they repaired the unit which, the story goes, supplied all electricity in the city, an arsenal and a large hospital.

The C. & O. Battalion

As Headquarters puts it, the Chesapeake & Ohio's railway operating battalion in France "began its operations under conditions that would force some American veterans into retirement." It operated on lines devoid of communications, or where signalmen gave orders in French. Its maintenance men fueled Diesel and steam locomotives by hand and repaired rolling stock with hammers and chisels. They slept in mine fields and in buildings ordered destroyed and, the release adds, "the only thrills they received were those of joyous welcome by grateful, recently liberated people."

Upon landing, half of the operating battalion went to work running trains, the other half went to an operational point, entering the town even ahead of the M. P.'s. An infantry officer told them to leave because some of the enemy still remained, and they headed their trucks for the fields at the outskirts of town. Everyone detrucked, unrolled packs and went to sleep. Though the field had not been cleared of mines, a point which they learned on their return to town, no mishaps occurred.

Headquarters company moved into offices in the city's station. There they found only a sketchy means of communication with the yards and towers. The condition of the line was uncertain and crews received orders to proceed to certain points, with the reservation to "go as far as you can." One of the Army's inspecting officers bet the dispatchers of the company that they could not send 20 trains over that stretch of track in seven days, but in six days, 36 trains completed the run. At the start of new runs, the trains had to cross a newly reconstructed bridge, so weak that maximum speed could not exceed 3 m.p.h.

Former C. & O. employees serving with the organization include the following officers: Lt. Col. S. H. Pulliam (trainmaster, Fort Thomas (Ky.); Maj. J. W. Knapp (Richmond, Va.); Capt. John Livingstone (lawyer, real estate department, Huntington, W. Va.); Capt. L. P. Reed (general roundhouse foreman, Russell, Ky.); Capt. W. E. Mason (yardmaster, Columbus, Ohio); 1st Lt. P. J. Finch (draftsman, Cleveland, O.); Capt. S. H. Poore (assistant divisional engineer, Richmond); 1st Lt. L. T. Nuckels, Jr. (civil engineer, Richmond); 1st Lt. A. G. Allen (bridge inspector, Clifton Forge, Va.); 2nd Lt. W. S. King, Jr. (draftsman, Richmond); 1st Lt. T. W. McCrary (car foreman, Ronceverte, W. Va.); 1st Lt. O. W. Draper (yardmaster, Nitro, W. Va.); and 2nd Lt. H. E. Lewis (yardmaster, Thurmond, W. Va.).

L. & N. Battalion

The Louisville & Nashville railway operating battalion, headed by Lt. Col. Carl D. Love, former superintendent of the L. & N.'s Louisville division, has won the notice of General Burpee, who has referred to it as "one of the best railway operating battalions in Europe." This unit is now running the Cherbourg terminal, handling all switching and maintenance of the port. It has put into operation a number of American locomotives—380- and 650-hp. Diesels and 0-6-0 and 2-8-0 steam locomotives—together with tank cars, box cars, flat cars, gondolas and cabooses, as it was discovered upon arrival that the French equipment was limited and insufficient.

Traffic Direction

The method of traffic direction had first to be changed from right-hand to left-hand trend, the usual method on French lines. This was deemed logical due to the volume of traffic, and also because such operation would eventually have to be handled by the French. The personnel of the L. & N. outfit handles not only terminal traffic, but signal and track maintenance and installation groups in Company "A", captained by Mark A. McGee (formerly with the L. & N. at Covington, Ky.) are sent out on line repair and construction jobs. And, in order to speed up the flow of supplies, the battalion has been unloading its own equipment from the ships that enter the port. These ships have increased from 2 to 10 and 12 daily. French civilian labor is also employed. During a 15-day period, the outfit set a local record, handling eastbound 199 trains and 138 westbound.

Headquarters company, in charge of all messing, housing and supply, is commanded by Capt. Alexander C. Atchison, Knoxville, Tenn. Executive officer of the battalion is Major Cecil P. Abrams, of Clovis, N. Mex., formerly with the Santa Fe.

Military Railway Chiefs Meet in Paris—Brig. Gen. Clarence L. Burpee, Commanding General, 2nd M. R. S., E. T. O. Shaking Hands with Brig. Gen. Carl R. Gray, Jr., Commanding General 1st M. R. S., Mediterranean Theater. In the Background, Maj. Gen. Frank S. Ross, Chief of Transportation, E. T. O.

The Main Ward Ready for Occupancy

Army Acquires Unit Hospital Cars

One hundred to accommodate 38 persons each now being built – Kitchens to be installed in older cars

NEW unit-type hospital cars which the Army is placing in service are intended to overcome unsatisfactory features of earlier cars which, for the most part, were rebuilt from various types of standard passenger-carrying cars. The greatest objection to these older cars was the fact that some outside source had to be relied upon for the preparation of patients' meals. It was necessary for a hospital kitchen car to be operated with ward cars or else access to railroad dining car or other cooking facilities had to be available. The 100 new cars, being built at the St. Charles, Mo., plant of the American Car and Foundry Company are equipped with kitchen facilities adequate for the preparation of food for all patients. In addition, kitchen units are to be installed in about 120 of the hospital-ward cars which are already in service.

Interior Layout

The new cars are of the single-vestibule type and are approximately ten feet longer than existing equipment. They have accommodations for 38 patients and attending personnel. The kitchen is at the opposite end of the car from the vestibule. Next to it is the receiving room and pharmacy unit which adjoins a section of six bunks reserved for seriously ill patients or attendants. This section is separated from the main ward by the sterilizer room on one side of the car and a toilet and washroom on the other. The main ward has a row of five three-tier Glennon-type beds along each side. Between the main ward and the vestibule are, on one side of the car, storage lockers and a shower bath; or the other side are roomettes for the medical officer and the attending nurse.

Construction Features

The cars are built to conform with the 1939 A. A. R. specifications for the construction of new passenger cars and are designed to meet passenger-car train clearance limits for operation anywhere in the United States. Third-rail and tunnel clearance requirements have been met and the cars will operate on a 22-deg. curve. They are 84 ft. 6 in. in length over the buffers, 10 ft. in width at the side sills and 13 ft. 6 in. high from the rail to the top of the roof. The lightweight of a car is 145,500 lb. with the two trucks weighing 46,000 lb. and the car body 99,500 lb.

The body framing is of low-alloy, high-tensile steel and the car body of combined riveted and welded construction. The six-wheel drop-equalizer trucks have 5-in. by 9-in. journals and 36-in. multiple-wear, wrought-steel wheels. The truck frames are of cast steel with the ped-

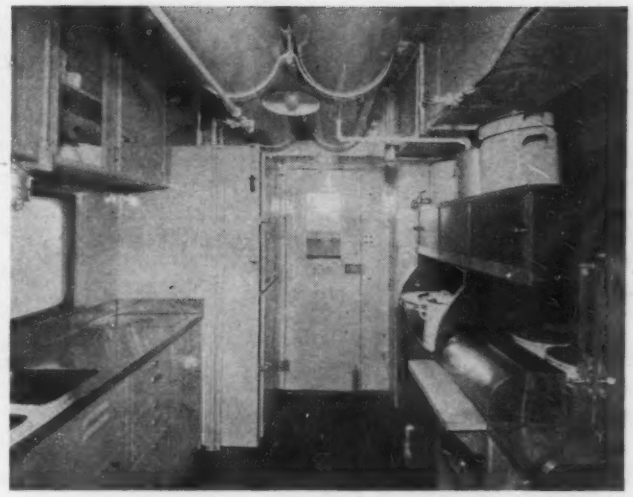
estals cast integral. They were furnished by the General Steel Castings Corporation and have combined center and cross bolsters with inside side-bearing pads and spring planks. The complete trucks have an 11-ft. wheelbase and include the American Steel Foundries' Simplex clasp-brake equipment. The cars have UC-1-18 brake equipment with an 18-in. by 12-in. body-hung brake cylinder of the Q type.

The builder's system of ice-activated air-conditioning is installed in the cars. Exhaust fans are provided in the service sink room, the shower room and both toilets. An exhaust blower is installed in the kitchen. There is also a 12-in. circulating fan in the ward section. The car interior is lighted with ceiling fixtures supplemented, for night-time use, by floor lighting fixtures. The ceiling lights use 100-watt incandescent car-lighting bulbs.

Electrical Equipment

The cars are being equipped with 10-kw., 40-volt axle generators arranged for body suspension and gear drive. A lead-type battery of 1,000 amp.-hr. capacity is used. There are charging receptacles of 150 amp. size. Stand-by lighting is provided by a General Electric Company's No. 76-G-164, 2 kva., 110/220 to 32-volt, 60-cycle transformer which is mounted under the car. Stand-by battery charging is taken care of by two General Electric Company No. 6-RB-6-B-14 Tungar full-wave 110/32-volt, 6 amp. battery chargers, connected in parallel and located in the electric locker.

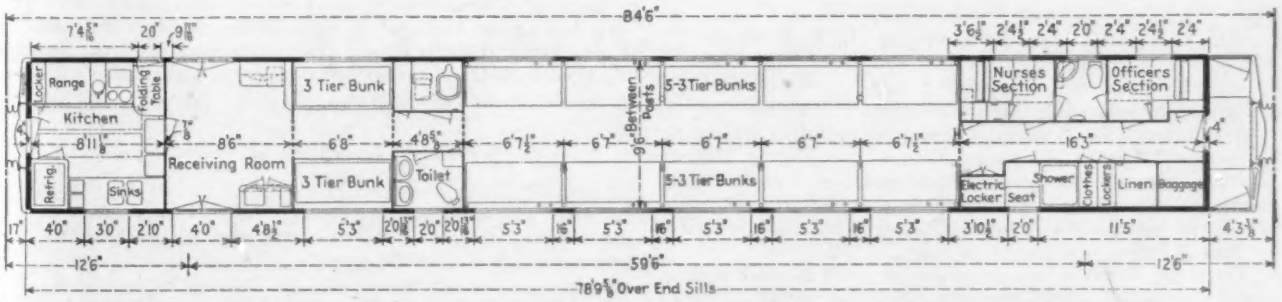
The cars are heated by a low-pressure steam-heating system having thermostatic control and fin-tube radiation.



The Kitchen Occupies One End of the Car

The car floors, except in the kitchen are of 3/16-in. asphalt base floor tile with a 27-in. aisle strip of carpet. The carpet back is rubberized and it has fastening grommets at the ends. The kitchen floor is covered with galvanized steel, hob-nailed.

The kitchen has a 36-in. coal-burning range, equipped with a warming oven and hot-water tank. In addition, the stove has a water back and water side. There is a steam table connected to the train's steam line and to the range water side. A three-gallon coffee urn is connected



Unit-Type Cars Are Arranged to Give Complete Attention to Needs of Patients

The First of 100 Unit-Type Hospital Cars Now Being Built for the United States Army at the St. Charles, Mo., Plant of the American Car and Foundry Company.

Dimensions and Weight of Army Hospital Cars

Length over buffers, coupled, ft.-in.	84—6
Length over end posts, ft.-in.	78—9⅝
Truck centers, ft.-in.	59—6
Width over side sills, ft.-in.	10—0
Width between side posts, ft.-in.	9—6
Height, rail to top of carlines, ft.-in.	13—6
Height, rail to bottom of side sill, ft.-in.	3—6
Truck wheelbase, ft.-in.	11—0
Lightweight, lb.	145,500
Weight of body, lb.	99,500
Weight of trucks, lb.	46,000

to the steam train line. The refrigerator and an ice-cream cabinet use water ice. A sink, storage cabinets and kitchen utensils complete the unit to make it available for the preparation of meals for patients and attendants.

Communications . . .

Empty Beer Keg Prosecution Is Dismissed

EDWARDSVILLE, ILL.

TO THE EDITOR:

In several recent issues of *Railway Age* have appeared reports of fines being assessed against Class I railroads for violation of a Special Order issued in January, 1944, restricting the use of a certain class of refrigerator cars for the transportation of empty beer containers.

I enclose a news item from the St. Louis Post-Dispatch of December 9, reporting the dismissal of an analogous complaint against the Missouri Pacific by United States District Judge Ruby M. Hulen, Eastern District of Missouri—dismissal ordered because the order of the Interstate Commerce Commission, issued as an emergency measure, failed to specify the duration of the emergency and, therefore, in effect was perpetual.

G. A. HANDLON
General Manager, Litchfield & Madison

The clipping enclosed by Mr. Handlon reads as follows:

"A suit for $2500 damages filed against the Missouri Pacific Railroad and Guy A. Thompson, trustee, last July by District Attorney Harry C. Blanton for alleged violation of an Interstate Commerce Commission order prohibiting use of refrigerator cars to transport non-perishable commodities, was dismissed yesterday by United States District Judge Ruby M. Hulen.

"The order, issued in January as an emergency measure because of the shortage of refrigerator cars, was ruled invalid by Judge Hulen. He upheld the railroad's contention that it did not specify the duration of the emergency, and therefore in effect was perpetual.

"The railroad was charged with transporting empty beer kegs from Little Rock, Ark., to St. Louis on five occasions. Damages of $500 for each offense were sought. The suit was filed at the request of the Interstate Commerce Commission."

What Qualifications for Public Relations Work?

TO THE EDITOR:

The letter from "Another Public Relations Officer" in your December 16 issue, in reply to mine in your December 2 issue, is interesting but it misses or evades vital points.

The writer correctly argues against what he terms "the widespread and deep-seated impression that public relations work consists almost entirely of press agentry." He overlooks, however, the point that railroad companies spending $50,000 or $100,000 or more annually for advertising are indulging in imprudent business practices if they overlook their best chance of obtaining many times that amount of space in the news columns, where it will be read more frequently. Obviously such companies wish to get their stories across to the public, as completely as possible. Assuming the two men have equal innate ability (we must assume this or the dispute would be about people rather than policies) I will leave it to the reader's common sense whether space in the news columns can best be obtained by a man whose business is railroading, or by a man whose business has been writing and editing and who has thus been on the receiving end of all types of publicity.

The First and Deepest Impression

Examples in themselves prove nothing, but I would like to cite one to illustrate my point: A representative of our company recently testified at a public hearing on a project which, while economically unsound, would have poured considerable government money into that locality to the benefit of an influential group in that community, but at our expense. We stressed the disadvantages to the public, as well as to us. Although we actually were in the distinct minority, our argument received top page 1 space in every daily newspaper in that locality, including one whose publisher personally favored the project. The papers printed the other side of the story the next day, but we had a good argument and had made the first and deepest impression. An unfavorable report eventually was made by the agency in charge and the proposal died. It might have done so anyhow, but the space we obtained certainly did its part to defeat the project.

How did we get the headlines? Our representative's statement, in the form of an aggressive ready-to-print news story which was qualified with the phrase that his remarks were "prepared for presentation" at the hearing, was on the city desk of those newspapers at 8 a. m. the morning the hearing opened. This gave the papers something to print that afternoon. This practice is very seductive to editors, who wish to have coverage today on today's news, but who because of early deadlines can obtain little or nothing in the way of testimony actually presented at the hearing before they must go to press.

This is an entirely legitimate and ethical publicity procedure, and a wonderfully effective one, yet I have heard it attacked by at least one railroad public relations officer who did not have the advantage of newspaper training. I doubt if very many public relations officers who came up through the ranks would do this or think of it, because they have never occupied the editor's seat and thus do not know all of the valuable aids to effectiveness. The fact that "publicity is only a part of the work involved" should not blind us to the importance of this part at a place where it can be measured—the cash register.

Wholesale Absorption of Talent

"Another Public Relations Officer" says he has discussed the problem "with many railroad officers" and "the preponderance of their opinion is that a railroad man who possesses ability of expression can acquire the essentials of newspaper writing more quickly than the newspaper man can possibly acquaint himself with the ramifications of railroading and railroading organization." He has gone to the wrong jury. Would he go to a newspaper editor for an opinion on whether a yardmaster is qualified to take a key job in the freight traffic department? I think not. And he has gone to a stacked jury. It is natural to believe that what you do is right, whether it is right or not, and most railroads do not tap the newspaper field for their public relations officers.

He also overlooks the advantages to any company of having a fresh viewpoint inside the organization in carrying on the general duties of a public relations officer. These are very tangible, but naturally cannot be experienced if no attempt is made to obtain them. A company man who has come up through the ranks frequently is so accustomed to his surroundings that he does not challenge them because he does not see them as they appear in the eyes of the public. How, then, can he be a good *public* relations officer? The title would more logically be "company relations officer."

The air lines are doing an alert, effective public relations job through wholesale absorption of talented but underpaid newspapermen, with executive ability. They are not overlooking the advantages of newspaper publicity, and of making it a key point in their public relations. Must the railroads, at the very time all their energies should be turned to meeting and mastering their competition, handicap themselves by attempting to convert traffic men, secretaries and chief clerks into public relations officers? I sincerely hope not—for the railroads' own sake.

PUBLIC RELATIONS OFFICER.

Railroads-in-War News

Makes Sharp Cut in 1945 Car Schedules

W. P. B. fixes ceiling on non-military production; 32,000 for O. D. T.

A prediction that freight car production can be improved in 1945 over current rates was made at a recent meeting of the Car Builders Industry Advisory Committee of the War Production Board, according to a W. P. B. announcement. This increase can be accomplished, industry spokesmen said, if the government claimant agencies and the railroads place orders properly spaced and far enough in advance to assure continuous production.

It was reported that present W. P. B. schedules call for the production of some 41,000 freight cars in 1945, a substantial decrease from the 1944 output. During the first eleven months of 1944 production averaged about 5,800 cars a month, although in the three most recent months the average had dropped to about 5,300 cars per month. Over the 11-month period the monthly output was 4,600 cars from contract shops and 1,200 from railroad shops, but during the recent three months the contract shops were averaging 3,800 cars and the railroad shops 1,500.

This gain on the part of railroad shops, as compared to independent builders, was explained at W. P. B. as probably due to continuity of work at their shops. Under the quota system, it was pointed out, carriers' shops have produced about 16 per cent of total freight car production during the past two years, as compared with a previous average estimated as 12 to 14 per cent of the total.

What was described as a new over-all policy setting a ceiling for future non-military production based on actual production in the fourth quarter of 1944 was outlined to the committee by W. P. B. executives. Even if there should be cutbacks in military requirements, non-military claimants would be allowed to absorb such released productive capacity only after a special survey of the manpower supply in affected labor areas. It is the purpose of the W. P. B. to make sure that skilled labor needed for war production will not be used for such non-military production, according to this explanation.

Presently available estimates would allocate the expected 1945 freight car production as follows: War Department, 5,000; Navy Department, 600; Foreign Economic Administration, 3,000; Office of Civilian Requirements, 103; W. P. B. Steel Division, 239; leaving the remainder, or around 32,000 cars, for the Office of Defense Transportation, through which railroad allocations are handled. The industry committee was told by Brig. Gen. Charles D. Young, O. D. T. deputy director, that third quarter production may be concentrated on box cars. No prospect was developed in the committee meeting that authorizations for domestic railroad passenger car production in 1945 would go beyond a "very small number," because of the continued critical manpower situation.

More Conventions Called Off

Further cancellation of scheduled conventions at the request of the Office of Defense Transportation in order to conserve wartime transportation facilities has increased the number of organizations taking such action during the present year to 180, the O. D. T. has announced. It pointed out that the convention of the National Association of Real Estate Boards, which would have involved the travel of some 4,000 persons, was canceled after several thousand dollars had been spent in advance.

The National Paper Trade Association, American Paper and Pulp Association, and American Retail Federation also cancelled meetings.

Col. Johnson Wants No Holiday Slack in Freight Handling

"Any slowing up in the unloading of freight cars during the Christmas holidays would seriously delay shipments of food, clothing, guns, tanks and shells needed at this critical period" in the combat areas, according to a December 18 statement from Director Johnson of the Office of Defense Transportation. The statement followed the recent call of the War Production Board for the maintenance of full work schedules over the Christmas week-end, except on Christmas day, and over the New Year week-end, including New Year day.

The O. D. T. director pointed out that the holiday season this year "coincides with one of the most critical periods in the whole war"; and the railroads are thus sending "considerably more" supplies of all kinds to ports for transshipment than during December a year ago. Workers engaged in unloading freight cars, particularly at the North Atlantic ports, were urged to remain at work this Saturday and Sunday, and to report for work promptly on the morning of Tuesday, December 26. This North Atlantic situation is "the more exigent," but heavy shipments of war materials are also being sent to western ports.

Moreover, Col Johnson emphasized that the necessity for keeping freight moving over the holiday period is not confined to work at the ports. Thus his appeal to executives of mercantile and industrial plants who plan to close for Christmas and New Year's day to keep at work a skeleton staff to receive incoming freight.

Holiday to Bring New Peak in Travel

Army to furlough 750,000 men for Christmas; aisles seen filled with standees

The "most critical period for transportation since the war began" will be faced from December 15 to January 8, according to Colonel J. Monroe Johnson, director of the Office of Defense Transportation. "The railroads are carrying more passengers than ever before in their history," he pointed out, "and the severe weather conditions to be expected at this season, together with the serious manpower shortage, will put an unbearable strain on our transportation system unless everybody helps by keeping at home unless the journey is absolutely necessary."

Many Furloughs.—Travel during the holiday season will be complicated, according to the O. D. T. statement, by the decision of the War Department to make about three-quarters of a million service men and women in the United States eligible for Christmas leave. Brig. Gen. W. J. Williamson, chief of the Traffic Control Division of the Transportation Corps, has announced that commanders of Army posts and installations have been authorized to furlough up to 15 per cent of their personnel requiring inter-city travel accommodations. In addition, the Navy and Marine Corps will furlough large numbers of men and women.

"For many of these men a Christmas furlough means the last opportunity to visit home folk before going overseas," observed Colonel Johnson. "For others it means the first opportunity to get home since their return from front line action. In addition to the furlough travel there is a large movement of casualties, men going to or returning from rehabilitation centers, as well as the regular organized troop movements, which continue at a high rate. War production plants working at full blast to keep up with General Eisenhower's requests for more war material creates a continuous demand for essential transportation.

"I am sure that all Americans, anxious to make the Christmas holidays as pleasant as possible for the men who are doing our fighting for us, will understand this and will cooperate," the O. D. T. director concluded.

In this connection the O, D. T. quoted John J. Pelley, president of the Association of American Railroads, as follows:

More Standees.—"The only way that more people can travel on the trains this holiday season than did a year ago will be for more people to stand in the aisles. The

railroads wish it could be otherwise, but that's the way it is. Railroad travel these days is running four and five times what it was before the war—and in some sections even more than that—while it has to be carried with no more equipment than we had then.

"There won't be any additional passenger cars until after the war. There will be no lessening of furlough travel over the holidays, which for many of our young men will be the last opportunity for a visit home before going overseas. There are a lot of people who, for good reasons, must travel, even at holiday time. It all adds up to more passengers than there will be seats for, or space in the dining cars. With the best that the railroads can do, a lot of people are going to be uncomfortable if they travel during the holidays. We hope that they will bear that in mind in making their plans."

Italian Government Decorates 10 M. R. S. Officers

It has been revealed by the War Department that 10 railroaders, now members of the Transportation Corps., Military Railway Service, have been cited by the Italian government "in appreciation of their services in the rehabilitation, reconstruction and operation of Italian State Railways."

The decoration of the Ordine Della Corona D'Italia, in the degrees designated, was conferred upon the following by S. A. R. Umberto, Prince of Piedmont, Lieutenant General of the Realm.

Grande Ufficiale Class: Brig. Gen. Carl R. Gray, Jr., Director General, First Military Railway Service.

Commandatore with Gold Crown: Col. James K. Tully (formerly with Pullman Company); Col. Benjamin H. Crosland (former div. eng., St. Louis-San Francisco); Col. Charles F. Dougherty (once supt., Mo. Pac., at Kansas City); Col. Frank R. Hosack (supt. m.p., Mo. Pac., St. Louis); Col. Edward F. McFadden (former str. kpr., U. P., Denver).

Ufficiale with Silver Crown: Lt. Col. John J. Daugherty (former shop supt., So. Pac., Houston); Maj. Stanley R. Beggs, (auditor of passenger accounts, C. & N. W., St. Paul).

Cavaliere: Capt. James T. Hayes (formerly trainmaster, Milwaukee, Seattle); and Capt. Robert E. Godley, (former str. kpr., I. C., Chicago).

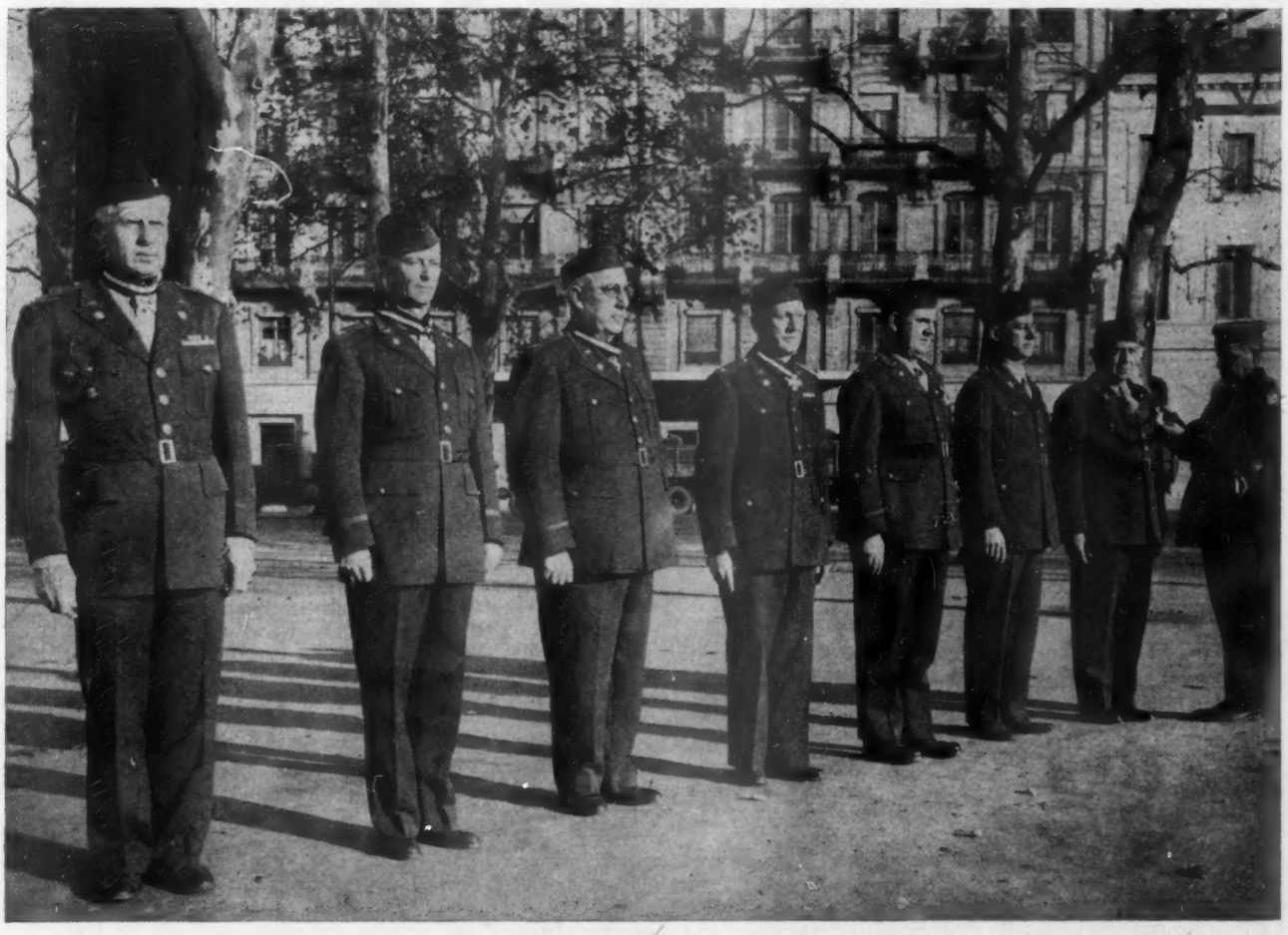
Johnson Says 1945 Will Be the Most Difficult Year

As the Office of Defense Transportation completed its third year of existence, Director J. Monroe Johnson predicted that this coming year will be the most critical in wartime transportation and the most difficult twelve months in the entire history of American transportation.

When the O. D. T. was established December 18, 1941, under the provisions of Executive Order 8989, American railways and highways were being used to transport 539,000,000,000 revenue ton-miles of freight and 44,000,000,000 revenue passenger miles in inter-city travel, exclusive of passengers transported in private automobiles, he pointed out. Local buses and electric railways were carrying 14,000,000,000 passengers a year.

How Traffic Has Grown.—Now, three years later, O. D. T. figures show that the ton-miles of freight hauled have increased 47.7 per cent, inter-city passenger miles have increased about 196 per cent and passengers carried by local transit have increased more than 63 per cent. Since hostilities began the nation's waterways facilities also have been diverted to handling war materials and essential civilian cargoes.

"While the transportation situation immediately following Pearl Harbor was already deemed critical, each succeeding year has brought with it an increasing load of men and materials to move," Colonel Johnson added. "The rate of increase slowed down somewhat during 1944, but the actual load is continuing to increase and the outlook for the coming year indicates a further increase. Our transportation facilities will be strained further to meet the mounting military and civilian demands in the most critical year ahead. Everyone engaged in



General Gray, Who Received the Order of the Crown of Italy, Pins Decorations on Seven Other M. R. S. Members (From left to right): Colonels Tully, Crosland, Dougherty and McFadden, and Major Beggs and Captains Hayes and Godley

transportation will be called upon to work harder than ever."

The O. D. T. director summed up the situation confronting the railroads as follows:

"Mounting military requirements are adding to the railroads' freight load. With two widely separated wars to be supplied, the railroads are being called upon to haul more equipment and to haul it farther. Particularly heavy traffic will be routed over the Western lines and this increase will come while the shipments to Eastern ports are currently running ahead of last year. Railroad passenger traffic continues to increase. Transportation of casualties will require more space as the offensives grow in intensity. Troop movements will continue heavy and furloughed personnel will crowd the regular passenger trains. The increased freight and passenger loads must be carried with less equipment than the railroads had before the war. The railroads also are confronted with a manpower shortage, particularly on the West coast."

The Trucks' Load.—Other forms of transportation face increasing difficulties, too, according to this statement. Many trucks were said to be "down" already for lack of tires, and it was anticipated that only about 50 per cent of the "essential commercial transportation" tire needs would be met in the first quarters of 1945. Traffic on the Great Lakes and other domestic waterways was not expected to drop below 1944 figures. Inter-city buses will have tire and equipment difficulties, too, and their business continued to mount through 1944.

Local transit systems in every part of the country except the Northeast continued to carry heavier loads with each succeeding month through 1944, when the number of passengers carried by all such carriers was about 23 billion. Pipelines are generally working at capacity, and no let up in petroleum requirements is in sight. Private automobiles continue to wear out at an accelerated rate, and their average age is now about 8 years, as compared to 4½ years in peacetime. All of these factors enter into the picture of critical times ahead for transportation, in Colonel Johnson's estimation.

Want All Tank Trucks at Work

The Office of Defense Transportation has announced that a survey is being conducted to determine the number of heavy-duty truck tires required to put all idle highway oil tank trucks to work, and to keep those now in operation working 130 hours a week.

Col. J. Monroe Johnson, O. D. T. director, has sent a questionnaire to truck operators accompanied by a letter stressing the seriousness of the situation. In this he said, "We, of course, cannot predict the end of the war, but we can definitely state that there will be no change in the requirements of General Order ODT 7 as it now stands, that permits be obtained for the use of tank cars on all hauls under 200 miles, until after victory in Europe."

Ickes Has Fewer Tank Cars

Transportation of petroleum products for civilian use was termed "very tight" last week by Petroleum Administrator Ickes, in spite of the fact that transportation agencies are doing a "phenomenal job," moving three million barrels of crude oil and products a day—a new high record. The difficulty was attributed to rising military demands, which have necessitated shifting "many" tank cars and barges and pipelines into this service.

To further complicate the situation, according to Deputy Administrator Davies, 1,500 fewer tank cars were in service in November than in March, 1944, and this diminished supply is constantly being drawn upon for other uses, as when the oil car fleet was depleted by 600 cars needed to handle sulphuric acid required to meet the expanded Army ordnance program. Tank car shipments of petroleum and products into the Atlantic seaboard area during the week ended December 9 averaged 531,440 barrels daily.

Materials and Prices

The following is a digest of orders and notices that have been issued by the War Production Board and the Office of Price Administration since December 9, and which are of interest to railways:

Aluminum—Resurgent war demands in the first six months of 1945, may cause a tightening in what was thought to be an easy situation in regard to aluminum. The chief difficulty is a shortage of manpower in the fabricating plants, rather than in the supply of the basic metal itself. Tightening up is indicated in sheet and extruded products, but rods, bars, rivets, tubing, forgings, castings and aluminum powder are in sufficient supply.

Anti-Friction Bearings—The supply of anti-friction bearings is now easier than some months ago, although some of the larger sizes are still tight. Bearings which still are in short supply are the sizes ranging from 53 mm to 100 mm, W. P. B. officials said. These bearings are used in such military equipment as machine tools in the heavy artillery programs, transmissions for trucks and automotive equipment such as jeeps.

Cutbacks and program readjustments have not affected the 53 mm to 100 mm bearings to any great extent, as they have the smaller bearings used in such items as airplanes, rocker-arm bearings, and bomb sights. The comparatively tight picture in sizes 53 to 100 mm may change in 60 days, because this range of bearings is presently covered by spot deliveries of 30 to 60 days, as compared with the normal delivery time of six to seven months in the bearings industry.

Overall shipments of anti-friction bearings are now running ahead of orders, and efforts are being made by the armed services to make sure contractors are placing bearing orders to cover their future requirements. Military requirements for anti-friction bearings will continue at about the present level, according to current plans, until the fall of Germany. Even then, according to the military spokesmen, the reduction in demand is likely to be comparatively modest. W. P. B. representatives estimated that the military cutback after "Victory-in-Europe" Day may be in the neighborhood of 32 per cent.

Metal Windows—Restrictions on the sale of metal windows have been established to take the place of restrictions on their manufacture. This action will enable manufacturers to make standard and economic runs and to utilize labor more effectively, the W. P. B. said. The change, effected through an amendment to Order L-77 permits manufacturers to sell or deliver metal windows to fill orders rated AA-5 or better.

Small Electric Motors—Despite heavy military demand for fractional horsepower motors, some increase in output is making it possible for manufacturers to ship several thousands each month for the most essential farm and civilian replacement use.

Western Pine—Lumber distributors are not required to deliver western pine lumber even on rated orders if the orders do not carry special western pine certifications according to an amendment of Direction 2-a to L-335. Direction 2-a, as issued on December 2, provided for control over the distribution of western pine, which is in critically short supply. It requires consumers and distributors to use special certifications showing that they are authorized to buy western pine, and permits sawmills and distributors to fill orders for western pine only when they carry these certifications. However, distributors stocks received before December 31, or ordered from sawmills before December 2, and placed in transit before December 31, were exempted.

The amendment permits distributors to reserve this exempted inventory for specially certified orders if they so desire.

Wrenches—Manufacture and sale of wrench sets are permitted for inventory and shelf stocks of producers and distributors by an amendment to Schedule II of L216. Prior to this amendment, most wrench sets were produced and delivered only to fill specific orders placed by ultimate consumers. The amendment also permits manufacture for inventory of striking wrenches and adds four sizes of ¾-in. square drive hexagon socket wrenches to the list of sizes permitted to be carried in inventory. The ¾-in. square drive will permit easier and better handling of the wrench, which now can be fitted with ¾-in., ⅞-in., 15/16-in. and 1-in. sockets, in addition to the larger sizes already permitted.

Prices

Cedar Piles and Poles—A two-level pricing system for Northern white cedar poles and piling, designed to aid the pole industry in restoring the type of distribution needed to service pole buyers, has been established by Amendment No. 1 to MPR 560 effective December 20. The new system reduces present ceiling prices at the producer level by 10 per cent and establishes distributors' prices as the new producers' prices plus a "pole distributor's" addition of 20 per cent.

Previously, ceiling prices for both producers and distributors were the same, based on the highest prices charged during March 1942, by distributors. Net result will be an increase of eight per cent in the ceiling prices paid by ultimate consumers.

Explaining the new two-level pricing system, O. P. A. pointed out that distributors perform the industry function of buying poles from producers, sorting them as to size and length, and stocking them in concentration yards for sale and ready shipment to users. Normally, most sales by producers are to distributors, rather than direct to users, and normally sales are made to distributors at prices which permit the distribution yard a margin of mark-up to cover the expense of concentration.

Because of war demands for lumber, during the last year the production of Northern white cedar poles has fallen off sharply. With smaller production plus continued heavy demand and higher cost of labor and equipment, producers have been selling at the ceiling prices provided for both producers and distributors. As a result, distributors have been forced more and more out of the distribution picture, for it has been unprofitable for them to buy poles from producers at the same ceiling prices that they, too, must observe, in sales to consumers.

Lodgepole Pine Piles and Poles—Revisions of ceiling prices and estimated weights governing sales of lodgepole pine poles and piling, designed to establish a better price relationship between lengths and classes of lengths, have been established by Amendment No. 2 to MPR-555, effective December 19. Additions to general prices are allowed for clean peeling, cut-backs and inspection services on lodgepole pine poles are established for all sellers. Specific dollar-and-cent ceilings are established for ponderosa pine poles and piling at levels equivalent to those set for Douglas fir.

Stock Millwork—Establishment of uniform maximum prices for jobbers' sales of stock millwork in California, effective December 20, represent an average over-all increase of 2½ per cent over present prices.

GENERAL NEWS

Anti-Negro Bias of Unions Held Illegal

"Hostile discrimination" good ground for court action, says Supreme Court

"So long as a labor union assumes to act as the statutory representative of a craft, it cannot rightly refuse to perform the duty, which is inseparable from the power of representation conferred upon it, to represent the entire membership of the craft. While the statute does not deny to such a bargaining labor organization the right to determine eligibility to its membership, it does require the union, in collective bargaining and in making contracts with the carrier, to represent non-union or minority union members of the craft without hostile discrimination, fairly, impartially, and in good faith."

In these words of Chief Justice Stone the Supreme Court of the United States on December 18 upheld without a dissenting voice the claim of negro firemen for judicial relief from discrimination on account of color or race allegedly suffered by them through the operation of an agreement between certain southern railroads and the Brotherhood of Locomotive Firemen & Enginemen "controlling the seniority rights of negro firemen and restricting their employment" through preferred treatment of so-called "promotable" white firemen with less seniority.

Damages Sought—The cases before the court were *Steele* vs. *Louisville & Nashville and the B. of L. F. & E.* and *Tunstall* vs. *the B. of L. F. & E.* Steele was a negro fireman on the L. & N., while Tunstall had a similar position on the Norfolk Southern. Both sought damages from the brotherhood for its "wrongful conduct" in enforcing the "discriminatory" 1941 agreement, and an injunction against it from "purporting to act" as the representative of employees "similarly situated under the Railway Labor Act" so long as much discrimination continues.

Under the Railway Labor Act negro firemen on these and other southern roads were required to accept the firemen's brotherhood as their representative for the purposes of the act, it having been chosen by a majority of the roads' firemen to represent them, even though negroes, "by the constitution and ritual of the brotherhood, are excluded from its membership." This construction of the law was proper, the court held. However, the complainants alleged that, in conformity with the 1941 agreement, they had been disqualified for desirable jobs they had been assigned to and were performing "satisfactorily," and assigned to less desirable and less remunerative jobs, so that white members of the brotherhood, junior in seniority "and no more competent or worthy," could replace them.

Lower Courts Overruled—The Alabama court, which had assumed jurisdiction in Steele's case, discovered no cause of action in this complaint. According to the Chief Justice it construed the act as "conferring on the brotherhood plenary authority to treat with the railroad and enter into contracts fixing rates of pay and working conditions for the craft as a whole without any legal obligation or duty to protect the rights of minorities from discrimination or unfair treatment, however gross." The Supreme Court, however, held that Congress did not intend to permit the union to sacrifice any rights of the minority of a craft without imposing on it a duty to protect that minority, and so remanded the case to the lower court for consideration on its merits.

The Tunstall case had been dismissed by the federal district court for want of jurisdiction. The Supreme Court held, however, that the federal courts have jurisdiction to entertain a non-diversity suit where a petitioner subject to the Railway Labor Act, a federal statute, seeks injunctive relief and an award of damages, and on the ground that the cause of action entitles plaintiff to relief remanded this case to the lower court for further proceedings.

I. C. C. Traffic Study Reissued

Minor changes in the post-war traffic estimates made public recently by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission have been incorporated in a revised edition of its Statement No. 4440. The original study was reviewed in *Railway Age* of October 28, page 665.

The changes in traffic estimates reflect substitution of 1939 dollars for calculation of national income in place of 1935-1939 dollars used in one section of the original document. In the revision, estimates of post-war freight traffic are stated in terms of revenue ton-miles instead of gross ton-miles wherever the latter unit was employed in the first edition. A revised man-hour series is used in the estimates of income per man-hour because revised data have become available since the first calculations were made from the now obsolete series.

These modifications were made, according to Dr. W. H. S. Stevens, director of the bureau, to improve the report by employment of more refined source material when it became desirable to make additional copies available to meet the current demand.

Land Grant Repealer Dies With Congress

Will have to make new start in next session; River bill also lost out

The seventy-eighth Congress adjourned sine die on December 19, and the Boren bill to repeal remaining provisions of the land-grant-rate law was among pending measures that died with the session. All proposed legislation will now have to make a fresh start, for it will be a new Congress, the seventy-ninth, that convenes next month.

Whatever hope there was for final enactment of the land-grant repealer faded during the past two weeks when the Senate got snarled up in the controversy over President Roosevelt's State Department appointees, who were finally confirmed after lengthy debate. Also lost in the shuffle was the omnibus rivers and harbors bill proposing in its final version authorizations for some 294 projects estimated to cost a total of about $407,500,000.

Earlier Start Planned—It was expected that another land-grant repealer would be introduced early in the next session, thus giving it more time to make the long journey to final enactment. The first or 1943 session of the expired Congress had passed before Representative Boren, Democrat of Oklahoma, started the unsuccessful movement to bring about repeal this year. His bill was introduced last February; and while it thereafter made good progress through House committee hearings and was approved by the House in May, it was not reported favorably from the Senate committee on interstate commerce until November 28.

Moreover, if the bill had got Senate approval it would have had to go to conference; for the Senate committee reported it with the so-called "veterans' farms fund" amendment (see *Railway Age* of December 2, page 858). While the bill was on the Senate calendar awaiting consideration, notice was served by Senators Bankhead, Democrat of Alabama, and Shipstead, Republican of Minnesota, of their intention to propose additional amendments. The former wanted the "veterans' farms fund" administered by the Secretary of Agriculture instead of by the Secretary of the Interior, as proposed in the bill, and Senator Shipstead's amendment would have been a rider delaying the effective date of repeal until all tariffs had been revised to remove territorial class rate "discriminations," or, more specifically, until class rates in other territories "do not exceed" the official-territory basis.

From the standpoint of legislation of interest to the railroads, the session was less notable for measures which passed than for those which failed of enactment. In addition to the land-grant repealer and the rivers and harbors bill, the latter group included the new railroad social insurance act, sponsored by the railway labor organizations; the bill sponsored by Chairman Wheeler of the Senate committee on interstate commerce to give legal sanction to carrier rate bureaus operating under Interstate Commerce Commission supervision; bills introduced by Senator Reed, Republican of Kansas, to give the I. C. C. power to require the pooling of revenues from general rate increases and to set up more rigid standards for the commission in abandonment proceedings; various uniform rate bills; and the proposal to give the I. C. C. power, after complaint and hearings, to set aside state laws governing sizes and weights of motor vehicles.

"De-Vinsonizer" Passed—Among the legislation enacted was the so-called "de-Vinsonizer," that amendment to the act to extend the emergency price control act, which relieved Economic Stabilization Director Fred M. Vinson of the authority he formerly had to pass on railway wage adjustments. Section 22 of the Interstate Commerce Act was amended to remove any doubt as to the authority of common carriers to grant reduced fares to personnel of the armed services while traveling on furlough or for a period of 30 days following their discharge. A joint resolution was adopted to extend until June 30, 1945, the period during which the Railroad Retirement Board may pay railroads for the work of bringing up to date the service records of prospective applicants for annuities under the Railroad Retirement Act. And a law was passed to provide for a Civil Aeronautics Board study of "multiple taxation of air commerce."

Passenger Fare Tax Upped—The year's tax legislation increased from 10 to 15 per cent the levy on amounts paid for passenger transportation, and included a provision requiring labor unions to file annual returns, even though their exemption from income tax continues. There was no specific tax relief for railroads on such matters as reserves for deferred maintenance or post-war rehabilitation; nor did a bill to provide tax relief for reorganized railroads get beyond the introduction stage.

The Independent Offices Appropriation Act for the fiscal year ending June 30, 1945, provided $9,171,000 for the I. C. C., but only $500,000 for its Bureau of Valuation, the commission having failed in intensive efforts before Congressional appropriations committees to restore that item to the $655,000 recommended by the Bureau of the Budget. The War Agencies Appropriation Act carried $17,000,000 for the Office of Defense Transportation; while the Labor-Federal Security Act carried $607,000 for the National Mediation Board, $2,499,000 for operations of the Railroad Retirement Board, and appropriated $308,817,000 to the railroad retirement account.

Passed in the final days of the session and signed by President Roosevelt on December 20 was the Post-war Highway Bill which authorizes appropriations totaling $1,500,000,000 to become available at the rate of $500,000,000 a year for the first three post-war fiscal years. Awaiting action of the President when this issue went to press was the extension of the Second War Powers Act with its provisions granting the I. C. C. certain emergency powers over motor carriers and water carriers, including the removal of the Interstate Commerce Act's 180-day limit on the term of temporary operating authority granted to motor and water carriers.

The final failure of the railway labor organizations to put through their proposed Railroad Social Insurance Act had been indicated as early as August 30, when the House Committee on Interstate Commerce voted not to resume hearings which were suspended after May and June sessions at which Chairman Murray W. Latimer of the Railroad Retirement Board explained the provisions of the bill. It was not until early December, however, that the labor leaders announced that they had "decided" to defer the matter until the new session.

The dead bill proposed to embody in one new act the Railroad Retirement Act, the Railroad Unemployment Insurance Act and various liberalizing amendments. This codification plan will be dropped in the new Congress, which will get a shorter bill with only the liberalizing amendments. A preview of that bill in tentative form was given by Representative Crosser, Democrat of Ohio, when he introduced H.R. 5625 on December 16. He explained that it was offered in the closing days of the session only "for the purpose of making certain of noting any mistakes of a clerical nature or errors in diction which may have been made by those drafting the measure."

No Rivers and Harbors Act—The omnibus Rivers and Harbors Bill nearly got through. It had passed both branches, and the differing House and Senate versions had been reconciled save for the so-called Elliott rider, an amendment sponsored by Representative Elliott, Democrat of California, to exempt the Central Valley Project in California from the excess lands provisions of the federal reclamation laws. The Senate refused to accept the conference report with the Elliott amendment in it, and the House refused to go into further conference. That impasse had not been resolved when the session ended.

Before passing its version and sending the bill to conference, the Senate had knocked out the Tennessee-Tombigbee and Beaver-Mahoning projects; and defeated also a proposed amendment whereby Senator Aiken, Republican of Vermont, sought to obtain approval of the United States-Canadian agreement for construction of the St. Lawrence Seaway. A short while before adjournment, Senator Aiken announced that the effort to put over the seaway and power project "will be resumed in the first session of the seventy-ninth Congress."

Other pending legislation left to die with the session included the so-called car-spotting bill to provide that railroad rates cover receipt and delivery of cars at points of loading and unloading; the bill carrying various Interstate Commerce Act amendments, including provisions to give the I. C. C. power to prescribe rules for the extension of credit by express companies and to clarify the commission's power with respect to examining accounts of companies furnishing the railroads with cars or protective services on perishable freight; the proposed clarification of those provisions of the transportation of explosives act which relate to the transportation of explosives on passenger trains; and the bill sponsored by Representative Hobbs, Democrat of Alabama, to restrict the I. C. C.'s authority to reduce the capitalization of railroads undergoing reorganization.

Also, there were various proposals to liberalize the Railroad Retirement Act; superhighway bills; bills to deal with "black market" operations in travel reservations; to create a Missouri Valley Authority on the T. V. A. model; to revive the Bituminous Coal Act of 1937; to "New-Englandize" one I. C. C. membership; to grant travel priorities to servicemen on furlough; and to require the railroads to maintain in liquid form funds for the replacement of depreciated property and to meet operating deficits. And there were the bills sponsored by Senator Stewart, Democrat of Tennessee, to extend the life of the Board of Investigation and Research for four years beyond September 18, 1944; and by Senator Hill, Democrat of Alabama, to carry out B. I. R. recommendations for the creation of three new permanent transportation agencies—a federal transportation authority; an office of public transportation council; and a national transportation advisory commission.

All of which availed B. I. R. nothing; for it died on schedule September 18, submitting 13 reports to the President and Congress late on the afternoon of its last day in office. Congress has thus far bothered to have only one of these reports printed, that on Practices and Procedures of Governmental Control of Transportation.

Kilgore Committee Hearings—During the session the railroads made presentations to the Senate committee on military affairs' subcommittee on war mobilization (the so-called Kilgore committee headed by Senator Kilgore, Democrat of West Virginia), in an undertaking to answer charges that they had "lost the resiliency of youth" and that their policies place "restrictions on the adoption of new technological developments." The principal complainant before the committee in this connection had been Wendell Berge, assistant

O. D. T. Chief to Address N. Y. Railroad Club

Col. J. Monroe Johnson, director, Office of Defense Transportation, will be guest speaker at the January 18 meeting of the New York Railroad Club, which will be held at 7:45 p.m., in the auditorium of the Engineering Societies building, 33 West 39th Street, New York. The O. D. T. director, whose address will be on the subject of "Wartime Transportation," is to be introduced by W. C. Kendall, chairman, Car Service Division, A. A. R.

attorney general in charge of the Department of Justice's Antitrust Division.

The Senate Interstate Commerce Committee's investigation of the car supply situation early this year provided some lively sessions; for various Senators had been hearing from home about car shortages and blocked elevators in the Northwest at a time when 200 United States box cars a day were going to Canada for the purpose of importing 40,000,000 bushels of feed grain purchased in the Dominion by the Commodity Credit Corporation. Another Senate Interstate Commerce Committee investigation dealt with V. V. Boatner's charges that Secretary of Commerce Jesse Jones was interfering with the management of the Chicago & Eastern Illinois. After hearing, the charges were dismissed as unsubstantiated.

Appointments Confirmed—Presidential appointments confirmed by the Senate included the reappointments of John L. Rogers and the late Joseph B. Eastman to the Interstate Commerce Commission. Late in the year Commissioner George M. Barnard was confirmed for Mr. Eastman's unexpired term. Also confirmed was the appointment of Frank P. Douglas to the National Mediation Board, succeeding William M. Leiserson, and the reappointment of N. M. B.-member Harry H. Schwartz. When the session ended the President had done nothing about the vacancy on the Railroad Retirement Board which has existed since August 29, when the term of Lee M. Eddy expired. Mr. Eddy had been the labor member of the board. Unlike the Interstate Commerce Act provision with respect to I. C. C. members, there is no provision in the Railroad Retirement Act whereby a member of the Railroad Retirement Board continues in office until his successor qualifies. As noted elsewhere herein, the I. C. C. terms which expire on December 31 are those of Commissioners Charles D. Mahaffie and J. Haden Alldredge.

Development Agents Look for New Industrial Progress

Intensified activity in agriculture and industry after the war was forecast at the thirty-sixth annual meeting of the American Railway Development Association at Chicago on December 14-15. The creation of many new products, it was anticipated, will result in the establishment of new plants on railroads while an increased output of farms will produce added traffic for the railroads. On the basis of this outlook, several railroads have already set up agricultural and industrial development programs for the post-war period.

New Officers.—Officers elected for the ensuing year are as follows: President, H. C. Millman, industrial agent of the Pennsylvania; first vice-president, J. B. Lanctot, manager of land settlement and development of the Canadian National, St. Paul, Minn.; second vice-president, P. E. Taylor, general industrial agent of the Atchison, Topeka & Santa Fe; and secretary-treasurer, O. K. Quivey, manager of agricultural development of the Baltimore & Ohio.

Post-war railroad agricultural development will bear a definite relationship to the political situation and agricultural conditions in general, according to Mr. Quivey. At the end of the war, he said, the farm plant will be geared to a production that is 30 per cent above the pre-war level while available labor and machinery will tend to increase the capacity still more.

"It seems apparent," he said, "that the forces which favor increased agricultural production after the war are much stronger than those which will operate in the direction of decreased output. There is no likelihood that we shall ever return to pre-war levels of agricultural production. Neither farmers nor consumers, neither nature nor technology would permit us to, even if we were so short-sighted as to want to.

"Irrespective of the party in power, some policy of farm price support will continue for several years to come and this means continued government planning and regulation in some form. Maintaining adequate markets for the high level of farm production which we may expect after the war will depend upon a high level of urban employment and active international trade, in the absence of which our support-price commitments will force us into the awkward position of attempting to raise prices to farmers with one hand and lower them to consumers, both foreign and domestic, with the other.

Sales or Charity.—"To avoid that

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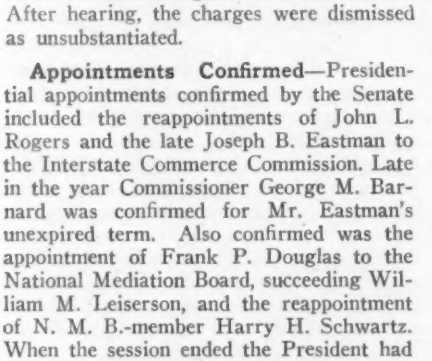

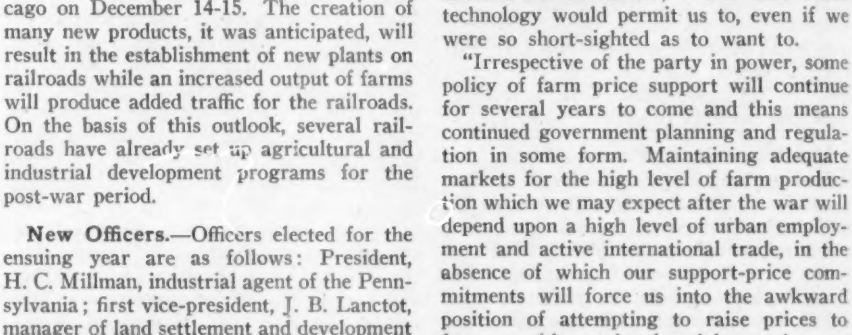

Photos by Brown Brothers

First Paint in 32 Years for Ceiling in Grand Central Terminal, New York

Few travelers yet are aware of the 275 ft. by 120 ft. scaffold which rises at its highest point 112 ft. above the floor in New York's busy passenger station, and which, in less than two months, was constructed by the Chesebro-Whitman Co., Long Island City, N. Y. It was erected quietly at night, without mishap, and with all materials being carried from freight elevators to the roof by hand through windows and by a series of ladders, as may be seen in the photograph at the left. The scaffold is secured to the roof by 600 ½-inch steel cables, and in the 6½ feet of space left to workmen above the scaffold, there are now being applied sheets of ½-in. Flexboard (a Johns-Manville pressed asbestos board). These are being glued and wired to the ceiling proper with pre-formed steel ties. When this work is completed, the painters, under Charles Gulbrandsen, will go into action, and, following the application of three coats and roughly 500 gal. of paint, the famed constellations and signs of the Zodiac, which travelers have been viewing with diminishing clarity for 30-odd years, will be reproduced in gold leaf, as before. It is estimated the painters will be at it until May.

dilemma, in a land so productive as ours, our choice of emphasis on either a national or international level lies between trade and charity. We can emphasize either sales or subsidies. Common sense, it seems to me, leaves no doubt as to where our choice should fall."

Mr. Quivey summarized the post-war programs of 12 railroads for encouraging the raising of quality products and the production of the highest yield per acre. One road plans to continue the buying and loaning of purebred sires to farmers, to promote artificial insemination throughout dairy districts and to expand sheep flocks by the distribution of purebred rams. Another has formulated its plans around the irrigation development program of the U. S. Reclamation Bureau. Still another will encourage landowners to make their trees profitable and will enlarge the market for sweet potatoes. A fourth will promote the installation of pumps and the storing of water from streams to provide supplemental water in areas of limited rainfall.

Increased use of labor saving machinery on farms was forecast. Greater use of the tractor on small farms, a one-man hay baling machine and a device which tops and digs sugar beets in one operation were among the labor saving devices discussed.

Mahaffie Reappointment to I.C.C. Reported in Doubt

Speculating this week on President Roosevelt's prospective action with respect to the expiring terms of Interstate Commerce Commissioners Charles D. Mahaffie and J. Haden Alldredge, Washington gossip columns had the latter slated for reappointment but Mr. Mahaffie dropped because he has not been "right" on the South's demand for uniform freight rates. The terms expire December 31, but President Roosevelt had taken no action when Congress adjourned sine die on December 19.

The two commissioners can continue to function beyond that date, however, under that provision of the Interstate Commerce Act which leaves members, whose terms have expired, in office until their successors qualify. The opposition to the reappointment of Commissioner Mahaffie, or perhaps it is rather a desire to have a more-uniform-rate-minded member in his place, is understood to come from members of Congress from the South, who were reported this week to be in the process of getting together in a movement to support C. E. Childe, former member of the defunct Board of Investigation and Research, for the place.

I. C. C. Trims Motor Bureau

The Interstate Commerce Commission announced on December 16 that, effective January 1, 1945, the Section of Traffic of the Bureau of Motor Carriers will be merged into the Bureau of Traffic. The announcement also said that the chief of the Section of Traffic, W. T. Hayes, will become an assistant director of the Bureau of Traffic, and that the assistant chief of the Section of Traffic, C. H. Peck, will become assistant to director of the Bureau.

While both will have general duties affecting all functions of the Bureau of Traffic, they will be "particularly assigned to motor carrier matters." Field employees of the section, including rate agents, "will remain on the payroll of the Bureau of Motor Carriers and subject to administrative direction of its directors and officials."

Freight Car Loading

Loadings of revenue freight for the week ended December 16 were not available at the time this issue went to press.

Loading of revenue freight for the week ended December 9 totaled 793, 554 cars, and the summary for that week, as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, December 9

District	1944	1943	1942
Eastern	153,939	159,634	144,437
Allegheny	172,468	181,752	159,784
Pocahontas	53,697	59,556	53,153
Southern	122,425	128,034	113,404
Northwestern	89,475	90,906	81,921
Central Western	129,080	128,189	121,938
Southwestern	72,470	75,240	69,546
Total Western Districts	291,025	294,335	273,405
Total All Roads	793,554	823,311	744,183
Commodities			
Grain and grain products	44,250	53,391	45,246
Live stock	20,107	18,529	17,712
Coal	169,705	189,146	166,227
Coke	13,361	15,714	14,553
Forest products	39,830	45,164	37,190
Ore	12,184	17,439	14,200
Merchandise l.c.l.	106,812	103,996	90,687
Miscellaneous	387,305	379,932	358,368
December 9	793,554	823,311	744,183
December 2	808,260	862,733	759,731
November 25	768,730	819,832	743,464
November 18	864,373	882,287	836,762
November 11	839,489	847,972	826,695
Cumulative Total, 50 Weeks	41,987,651	41,017,763	41,491,931

In Canada.—Car loadings for the week ended December 9 totaled 72,692 as compared with 72,332 cars for the previous week, and 72,083 for the corresponding period last year, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Dec. 9, 1944	72,692	39,664
Dec. 2, 1944	72,332	38,024
Nov. 25, 1944	77,578	39,423
Dec. 11, 1943	72,083	42,277
Cumulative Totals for Canada		
Dec. 9, 1944	3,475,649	1,887,453
Dec. 11, 1943	3,289,052	1,968,432
Dec. 12, 1942	3,212,098	1,667,992

The Condition of Equipment Furnished for Loading

Under date of November 20, the A. A. R. Mechanical Division issued a strongly worded circular letter dealing with proper loading of cars and selection of proper cars for loading. Cars are apparently continuing to arrive at terminals under load and in unserviceable conditions which require repair and in many cases transfer of the lading. Predominating defects on such cars are defective floors and floor stringers, body bolsters broken and corroded, center sills broken and bent or defective, side sills broken, bent or weak and cross bearers broken and corroded.

The Mechanical Division again urges that this matter be handled with all concerned and that every effort be made to insure that cars placed for loading are in proper condition to carry their lading to destination without the necessity of intermediate shopping or transfer.

Repairs to Tank Cars

The demand for tank cars has again become acute and, late in November, the A. A. R. Mechanical Division issued a circular letter urging more prompt and adequate repairs. On December 1, a second appeal was issued emphasizing the importance of handling promptly the disposition of tank cars held out of service awaiting advice of car owner as to disposition. It was recommended that petroleum-loaded tank cars which cannot be made satisfactorily serviceable due to required general or extensive repairs be held at the point found in bad order, and the car owner advised by wire or telephone of the condition of the car and the disposition requested. The owner is requested to arrange for repairs at his own or contract repair shop and advise the carrier holding the car by wire within 48 hr.

The necessity of ordering materials from car owners by wire or telephone and making shipments without delay via express or truck was also stressed and full co-operation and compliance with the suggestions and instructions was strongly urged in order to expedite the movement of petroleum products during the present emergency.

Emergency Board Hearings

Hearings opened in Washington, D. C., on December 18 before the emergency board appointed last week by President Roosevelt to investigate a dispute between the Seaboard Air Line and employees represented by the Brotherhood of Locomotive Firemen & Enginemen. Members of the board are David J. Lewis, former member of the National Mediation Board; Houston Thompson, Washington, D. C., attorney, and Major General William S. Tschappat, retired.

The board was created by the President late on December 14 after a strike had been set for noon of the 15th. The dispute involves the B. of L. F. & E.'s protest against arrangements between the railroad and the Brotherhood of Locomotive Engineers on procedures for the reinstatement of engineers dismissed from the service.

Previously the President had created another emergency board to investigate a dispute, involving principally "full crew" demands between the Steelton & Highspire and its employees represented by the B. of L. F. & E. and the Brotherhood of Railroad Trainmen. Members of this board are: Professor I. L. Sharfman, of the University of Michigan; Lief Erickson, justice of the Supreme Court of Montana; and Grady Lewis, Washington, D. C., attorney.

Plan to Shift War Traffic from East Coast Is Outlined

The so-called Mead committee (formerly the Truman committee) of the Senate—the special committee investigating the national defense program—has made public another report (part 20 of its report No. 10) covering the results of its examination of the bearing of accumulations of surplus war materials on the progress of the war. The railroads could help to shorten the pro-

curement-production-delivery cycle by speeding deliveries of war goods, the committee said, as "a reduction of the items necessarily in transit by even as little as 1 per cent would permit the avoidance of a surplus representing a cost of $16,000,000."

The committee again paid tribute to the wartime performance of American industry, but suggested some modified practices that it thought likely to reduce the accumulation of excess stocks of some materials. While conclusion of the European war and intensification of activities in the Pacific will require a readjustment of traffic flow, it expressed the opinion that "there should be sufficient flexibility in the transportation system to achieve this transition smoothly and without interruption or delay in the delivery of supplies."

To Prevent Congestion—The report explained that a "simple but effective" plan has been worked out to "stop, hold, and divert port-bound traffic to the east coast and the gulf" upon cessation of hostilities in Europe. "The Technical Services and the Army Air Forces are in complete accord with the plan and will assign representatives to the Office, Chief of Transportation for temporary duty with full authority to determine disposition of commodities for which there will be no immediate need in the European theater. Disposition may require diversion for reshipment to the Pacific theater, or storage depots, pending the filling of new requisitions, and in some instances return to contractors' plants for reconversion to meet changed conditions and requirements elsewhere.

"While the volume of port-bound traffic to the east and gulf is tremendous," the committee observed, "under this plan there will be sufficient flexibility in transportation to prevent any congestion of facilities or delay in the delivery of supplies.

"Presently, west coast ports are operating close to capacity and if activities in the Pacific combat areas are intensified additional supplies and materiel will be required. However, very little of the additional movement required can be shipped through west coast ports, thereby necessitating the continued use of Atlantic and Gulf ports for movement via the Panama Canal and Mediterranean routes."

Tonnage in Transit—Explaining that an average of 4,000,000 tons of military supplies in various stages of manufacture are normally in transit, the report suggested that this figure could be reduced to a minimum, and an excess of capacity created to provide flexibility, by "further avoidance of demurrage, cross-hauling and circuitous routing by the military services." Although "by and large the routing of military shipments has been well handled," indirect buying has resulted in an unnecessary use of transportation, in the committee's judgment.

"The management of the railroads should carefully re-examine operating practices for the purpose of improving service and reducing cost, thereby reducing the length of the transportation section of the supply pipe line and likewise strengthening themselves for competing for traffic in peacetime operation," the committee said.

Wheeler Wants Check on Rates Paid by Government

Citing evidence which convinced him that "someone ought to check up on the rates being charged the government," Chairman Wheeler of the Senate Committee on Interstate Commerce has written a letter to Director Harold D. Smith of the Bureau of the Budget, asking whether the Bureau has made or contemplates making an investigation "to determine whether the government is being charged excessive freight rates on war materials." Senator Wheeler's citations were from the printed record of the Senate Interstate Commerce Subcommittee hearings on H.R 4184, the land-grant-rate repealer; and an examination of the record showed that they were from the testimony of C. E. Childe, former member of the defunct Board of Investigation and Research, and W. G. Bohnstengel, General Accounting Office senior rate examiner, who opposed the bill "as a taxpayer in the interest of the people of my own community and in my own interest."

The testimony cited by Mr. Wheeler told of an alleged case wherein poultry wire, which was to be used in making camouflage nets, was billed as "camouflage nets" at a rate "100 per cent higher" than the poultry-wire charge. The testimony also called the matter of reductions in government freight rates "a virgin field practically," suggested that "somebody in government ought to look after these things," and noted that 88 separate government agencies are now interested in transportation.

The Interstate Commerce Commission was described in the cited testimony as "a judicial body," which will hear and decide complaints, but "ordinarily it does not take the initiative in the way of investigating rates if nobody complains about them. . . ." A government agency should be set up "to make an investigation of the facts" and present those facts to the I. C. C., and if such an investigation is made "it will save the government millions of dollars," the testimony continued.

Also, it suggested that Congress should consider the advisability of establishing a "central traffic bureau in the government." The final quotation offered by Mr. Wheeler was: "If the public were familiar with some of the figures . . . they would wonder why they are buying war bonds and why the cost of war is so high."

Construction

BALTIMORE & OHIO.—This railroad has awarded a contract for the reconstruction of its bridge at Ravenna, Ohio, at estimated cost of $37,000, to Smith & Johnson, Indianapolis, Ind.

CHRISTMAS FOR RAILROADERS IN SERVICE.—The New York Central is sending gifts to all of its employees in the services, together with a personal message from President Metzman. The gift consists of a pen and pencil set and a miniature magazine containing short stories and cartoons. Two years ago, the N. Y. C. service gift list totaled 11,200.

Equipment and Supplies

Frisco to Spend $2,911,907

The St. Louis-San Francisco petitioned the federal district court on December 13 for permission to spend $2,911,907 for general improvements in 1945. Included, are the laying of heavier rails, the conversion of seven coal-burning locomotives to oil-burners, the construction of freight and passenger stations and the installation of additional signal equipment.

LOCOMOTIVES

The KENTUCKY & INDIANA TERMINAL has ordered ten 1,000-hp. Diesel-electric switching locomotives from the Baldwin Locomotive Works. The order was reported incorrectly as being for two locomotives in the *Railway Age* of December 16.

FREIGHT CARS

The UNION PACIFIC has issued inquiries for 1,000 40½-ft. steel sheathed box cars of 50 tons capacity.

The ST. LOUIS SOUTHWESTERN is inquiring for 25 covered hopper cars of 70 tons' capacity.

The SAO PAULO RAILWAY, Brazil, is reported to be inquiring here for 100 42-metric ton gondola cars.

The GREAT NORTHERN has ordered 500 40½-ft. gondola cars of 50 tons' capacity from the Pressed Steel Car Company and 250 52-ft. flat cars of 70 tons' capacity from the American Car & Foundry Co. The inquiries for this equipment were reported in the *Railway Age* issues of November 18 and 25.

The CHICAGO & EASTERN ILLINOIS has ordered 500 hopper cars of 50 tons' capacity from the Pullman-Standard Car Manufacturing Corporation. The inquiry for this equipment was reported in the *Railway Age* of December 9.

The SEABOARD AIR LINE has ordered 500 box cars of 50 tons' capacity from the Pullman-Standard Car Manufacturing Corporation and 300 flat cars of 50 tons' capacity from the Bethlehem Steel Company.

The COLORADO & WYOMING has ordered 50 steel ballast cars of 70 tons' capacity from the American Car & Foundry Co.

The WESTERN MARYLAND has ordered 100 box cars of 50 tons' capacity from the General American Transportation Corporation. The inquiry for this equipment was reported in the *Railway Age* of December 9.

The TOLEDO, PEORIA & WESTERN has ordered 50 box cars of 50 tons' capacity from the Pullman-Standard Car Manufacturing Company. The inquiry for this equipment was reported in the *Railway Age* of December 9.

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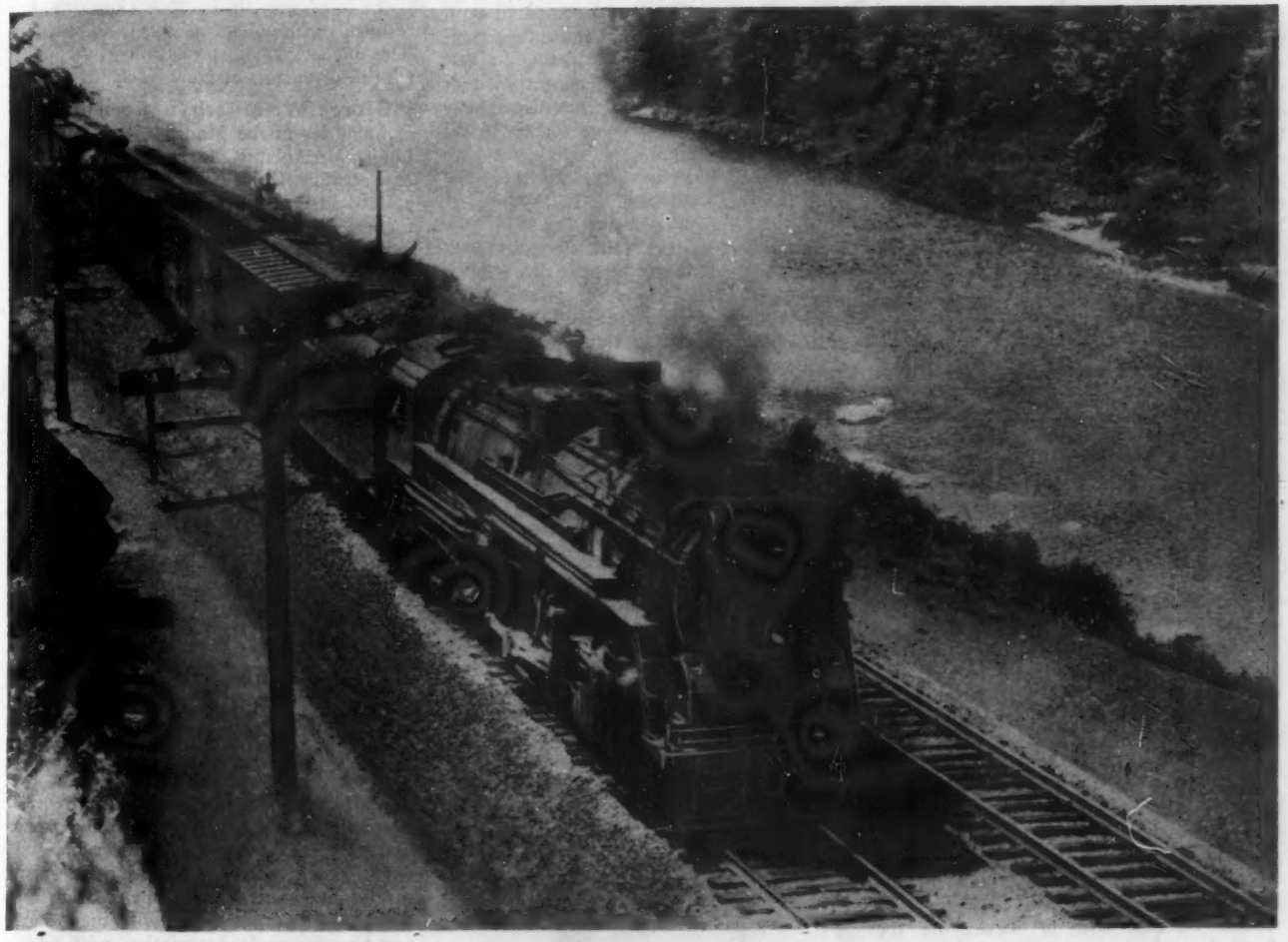
☆ WAR TIME SERVICE ☆



Proves Value of Modern Power

The railroads are doing a magnificent job of moving traffic with relatively little modern power.

But the outstanding performance of the newer locomotives is convincing evidence that efficient post-war railroading must rest on a sound foundation of up-to-date motive power.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED **INCORPORATED, LIMA, OHIO**

IRON AND STEEL

The PITTSBURGH & WEST VIRGINIA has ordered 112 tons of rail from the Carnegie-Illinois Steel Corporation.

SIGNALING

The ILLINOIS CENTRAL has ordered from the General Railway Signal Company a 24-lever model-2 unit-lever type electric interlocking machine equipped with rotary circuit controllers to replace a model-2 interlocker installed in 1904 for the control of a junction of the Illinois Central and a crossing of the Baltimore & Ohio at Edgewood, Ill. Eighteen levers, 9 equipped with forced drop electric locks, will control signals, switches, and an electric lock. A voltmeter, an ammeter, and an 18 in. by 30 in. track diagram with 14 indication lights will be mounted on the machine.

The CHICAGO, INDIANAPOLIS & LOUISVILLE has ordered from the General Railway Signal Company a type H, class-M, 8-step coded and unit-wire centralized traffic control machine to be installed in Tower V, I., New Albany, Ind. The machine will have a 12-in. by 17 in. panel, equipped with 7 working levers, 11 track indications, 4 start buttons, 1 trap circuit button, 2 maintainer call switches, a cycle light, and a cancel and recheck switch. It will control 10 signals and 1 switch machine on approximately 1.5 miles of road. Included in this order are 9 steel housings, 1 model 9A outlying switch lock, 6 model 7 switch circuit controllers, 4 type W signals, and the required type K relays and type B rectifiers.

The UNION SWITCH & SIGNAL COMPANY is furnishing eight sets of 3-indication continuous cab signal and speed control equipment to be installed on Diesel passenger locomotives which are being built for the Atlantic Coast Line. This equipment is similar to that now in service on the A. C. L. and is for operation in the train control territory over the Richmond, Fredericksburg & Potomac between Richmond, Va., and Washington.

The CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has placed orders with the Union Switch & Signal Co., covering the required signal material for the installation of centralized traffic control between Glencoe, Minn., and Ortonville. A style C control machine located at Montevideo near the center of the section will be used to control the entire territory which involves 128 mi. of single track with reversible coded track circuits employed between sidings for controlling both the signals and traffic direction. In addition to the code equipment, the order includes style H-2 high and dwarf signals, style M-2 electric switch layouts, style SL-6 electric locks, conventional type relays and housings, coded track equipment, including code transmitters, code-following track relays and decoding units, as well as the required transformers, rectifiers and switch circuit controllers. Telephone communication will be employed on the code line, with the construction work to be handled by the railroad company's regular field installation forces.

Supply Trade

American Steel Foundries

The net sales of American Steel Foundries for the fiscal year ending September 30 amounted to $80,971,000 compared with $105,774,000 for the 12 months ending September 30, 1943. After deducting adjustments resulting from the renegotiation of government contracts for the fiscal year 1943, the balance of income for the fiscal year 1944 was $2,675,383. Dividend payments for the year amounted to $2,374,990 or $2 per share outstanding.

"Income from war business in 1944," the annual report states, "fell below the peak reached in 1943, partly because of curtailed orders for certain war products and partly because lower prices were in effect on some of these. Reflected in this decline is the closing on May 27, 1944, of the cast armor plant at East Chicago, Ind. We maintained this plant in a standby condition until September, and then were asked to resume on a one-furnace basis, when the severity of the fighting in France dictated an increase in the army's tank program. Sales of railway equipment parts, traditionally the principal factor in our business, showed an increase, although railroad purchases remained under the restricting control of the War Production Board."

George M. Cooper, southwestern representative of the Southern Wheel and Brake Shoe & Castings divisions of the American Brake Shoe Company, has been appointed sales manager of **Eastern Railway Supplies, Inc.,** New York, to succeed **W. E. Bugbee,** who has resigned to become a manufacturers' representative for railway equipment and supplies in the Southwest, with headquarters at San Antonio, Tex. **James F. Hartley,** formerly in charge of the Cleveland, Ohio, territory for the Buda Company, has been appointed sales and service engineer of Eastern Railway Supplies, with headquarters at New York.

George M. Cooper

Mr. Cooper received his education at the Drake Business school and Sales Analysis institute, and then entered the employ of the Ramapo Iron Works, which later became the Ramapo Ajax Division of the American Brake Shoe Company, serving with this company in various capacities for 26 years. During most of this period he served as eastern representative, with headquarters at New York, but in July, 1942, he was transferred to Houston, Tex., as southwestern representative of the Southern Wheel and Brake Shoe & Castings divisions of the American Brake Shoe Company. He resigned in September, 1944, to become sales manager of Eastern Railway Supplies, with headquarters at New York.

George W. Mitsch, assistant manager of foundries of the Madison, Wis., and St. Louis, Mo., plants of the **American Car & Foundry Co.** since 1935, has been appointed operating manager of all a.c.f. foundries. Mr. Mitsch joined the American Car & Foundry Company's St. Louis foundry in 1913 as a patternmaker apprentice. He subsequently was appointed draftsman at that plant, and, later, engineer of foundries. Mr. Mitsch served twice as president of the St. Louis Foundrymen's Club and affiliated this organization with the American Foundrymen's Association, with which he has continued his activity. He also has been connected with the Association of Manufacturers of Chilled Car Wheels, having assisted in the preparation of the first specification and operating standards, and the institution of the inspection service covering the production of chilled car wheels. He has been active in railway car wheel design and testing, both for a.c.f. and the association, and in 1940 was appointed a member of the president's advisory committee to formulate plans for wheel improvements. On completion of this work he was appointed a member of the design committee. Mr. Mitsch is a member of the Car Department Association of St. Louis, the St. Louis Safety Council, and the Army Ordnance Association.

George W. Mitsch

William L. Stancliffe, vice-president in charge of sales of the **American Car & Foundry Co.,** has retired from active service. He will remain with the company in a consultive capacity and continue as a member of the board of directors.

Lawrence J. Kline, of the Mercury Manufacturing Company, Chicago, has been elected president of the newly-formed **Material Handling Institute. J. Faulkner Thomas** of the Thomas Truck &

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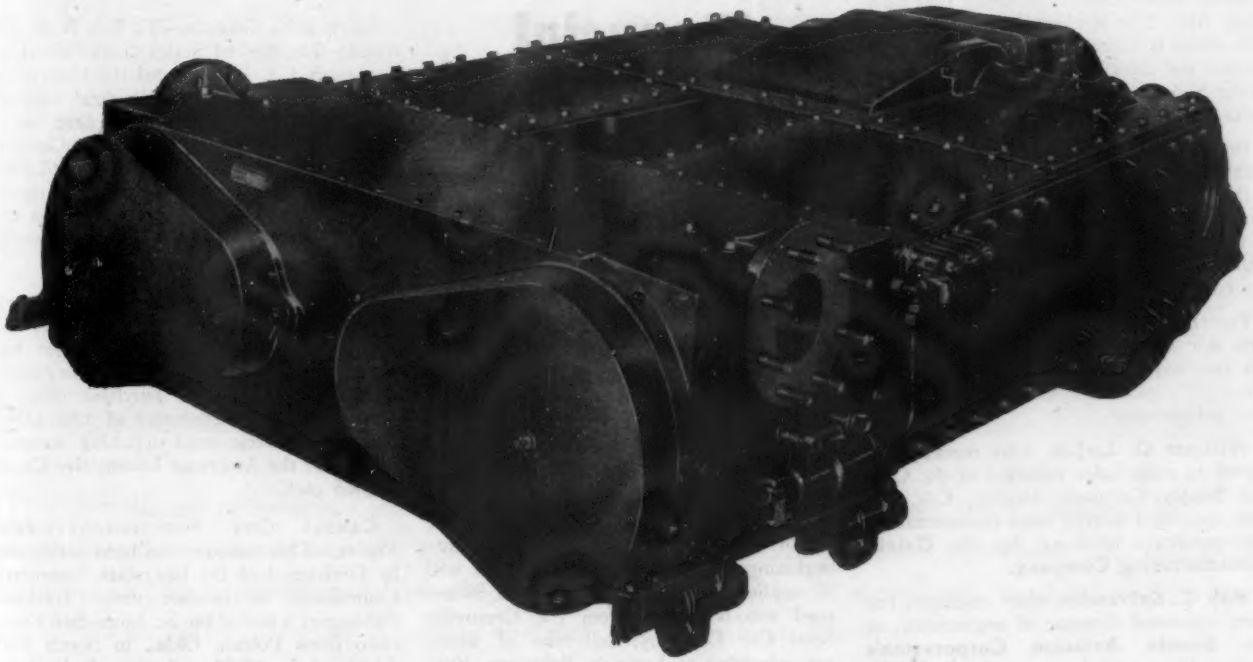
MAXIMUM POWER

FROM THE NEW TYPE "E" BOOSTER*



RECOGNIZING the trend in locomotive design toward higher boiler pressures, and noting the many new factors in current steam locomotive operation, the new Type "E" Booster has been developed expressly to meet today's conditions.

For each Booster application the proper gear ratio is selected for a given boiler pressure, wheel diameter, and adhesive weight to obtain maximum Booster power. A special starting feature enables the new Type "E" Booster to develop full initial starting effort, and a new air control assures efficient Booster operation and engagement at higher speed. Dynamic balancing contributes to smooth operation, particularly at higher operating speeds, and the roller bearing crankshaft, securely housed in the engine bed, makes for smooth running, freedom from lost motion, and long life with minimum maintenance.

*Trade Mark Reg. U. S. Pat. Off.

FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK • CHICAGO

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

Caster Co., Keokuk, Iowa, has been elected vice-president and **Walter S. McCann,** acting secretary and treasurer. The new institute is a non-profit organization designed to serve as a medium for the exchange of facts and information relating to industrial material handling and the activities of manufacturers in that field.

The **Miller-Lewis Railroad Equipment Corporation,** New York, has changed its name to the **John W. Miller Company, Inc.**

Karl F. Baumann, assistant to the vice-president in charge of sales of Globe-Union, Inc., has been appointed assistant sales manager of the **Warren Tool Corporation.**

Earle A. Mann will return to the active management of the **Modern Supply Company,** Chicago, as its president on January 1. For the past few years Mr. Mann has been acting as director of sales for the Standard Brake Shoe & Foundry Co., Pine Bluff, Ark. The Modern Supply Company, with offices in Chicago and Memphis, Tenn., handles the sales and service of Standard Brake Shoe & Foundry Co. in those territories.

Preston J. Gearhart, assistant to the district manager of the Berwick, Pa., plant of the **American Car & Foundry Co.,** has been appointed assistant district manager of that plant to succeed **Justus W. Lehr,** who has been appointed district manager of the company's Chicago plant.

The **Bendix-Westinghouse Automotive Air Brake Company,** Elyria, Ohio, has received its third consecutive Army-Navy "E" award for meritorious production achievement.

William G. LuJan, who recently resigned as radio sales manager of the Central Supply Company, Denver, Col., has been appointed district sales representative, inter-mountain territory, for the **Galvin Manufacturing Company.**

Roy C. Sylvander, chief engineer, has been appointed director of engineering, of the **Bendix Aviation Corporation's** Eclipse-Pioneer division, to succeed **W. A. Reichel,** who has resigned.

Paul J. Wolfert, assistant to the manager of construction equipment of the Blaw-Knox division of the **Blaw-Knox Company,** has been promoted to export department engineer with headquarters in New York.

Merwin T. Farley has been appointed supervisor of parts depots of the **Caterpillar Tractor Company,** Peoria, Ill. He formerly assisted the company's purchasing department in material procurement and, last year, developed the company's military parts processing program. Mr. Farley's responsibilities for parts processing have been assigned to **D. M. Gilbert,** general superintendent of parts, and **Harold H. Bosecker** has been promoted to superintendent of parts processing.

OBITUARY

James D. Cartin, general manager of the New York Air Brake Company's plant at Watertown, N. Y., died December 16.

Frank B. Archibald, vice-president of the National Lock Washer Company at Newark, N. J., died at a hospital in New Rochelle on December 19.

William L. Bliss, inventor of axle systems of railroad passenger car lighting, died December 5. He was 73 years of age. Mr. Bliss was graduated with a degree in mechanical engineering from Cornell University in 1893. He was an electrician for the Riker Electric Motor Company of Brooklyn, N. Y., and an electrical engineer for the Consolidated Gas Company of New York before founding his own company, the Bliss Electrical Car Lighting Company in 1900. When the company was merged with several others to form the United States Lighting & Heating Co., he was appointed chief engineer of the new firm and of the U. S. L. Battery Corporation. He retired in 1941 but continued to act as consulting engineer to the last-named firm.

Financial

BALTIMORE & OHIO.—*Promissory Notes.*—This company has applied to the Interstate Commerce Commission for authority to issue $1,059,750 of series G promissory notes in connection with the purchase under a conditional sales arrangement of fifteen 1,000-hp. diesel-electric switching locomotives to be supplied by the American Locomotive Co. at a total cost of $1,177,500.

BALTIMORE & OHIO.—*Proposed Note Issue.*—The Baltimore & Ohio has requested bids on a proposed $720,000 issue of promissory notes, series H, subject to the approval of the Interstate Commerce Commission. The notes will be issued under a conditional sale agreement and assignment, dated January 1, 1945, and will mature in 30 consecutive quarterly installments beginning June 1, 1945. The proceeds will be applied to the purchase of 200 50-ton steel auto-box cars from the Greenville Steel Car Company, deliveries of which are scheduled to begin in February, 1945.

CHESAPEAKE & OHIO.—*Car Float Operation.*—This company has applied to the Interstate Commerce Commission for authority to operate car floats for the transportation of freight cars from Newport News, Va., direct to the U. S. Naval operating base at Sewalls Point, Norfolk, about 6 miles, in lieu of the indirect route which has been in use.

CHICAGO & EASTERN ILLINOIS.—*Dividends.*—The board of directors of the Chicago & Eastern Illinois, at a meeting at Chicago on December 15, deferred action on the common dividend and took no action on retirement of the loan from the Reconstruction Finance Corporation, "because," as the directors stated, "there is under consideration a program for rehabilitating the property through the purchase of new equipment and it was felt that this subject should have first consideration." The board was of the opinion that, within 90 days after the board had determined the capital expenditures necessary to meet new equipment requirements, it may again consider dividend and debt retirement policies.

CENTRAL OF GEORGIA.—*Promissory Notes.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue $1,450,488 of promissory notes, sold on a 1.35 per cent annual cost basis to the Liberty National Bank & Trust Co. of Savannah, Ga., and others at $1,466,695. The proceeds are to be applied to the purchase from the Pullman-Standard Car Manufacturing Co. of 400 50-ton automobile box cars, 250 50-ton box cars, and 100 50-ton all-steel hopper cars, the aggregate cost being $2,417,480. While the road has sufficient funds on hand to pay the entire cost of this equipment in cash, it will require substantial amounts to carry out the proposed plan of reorganization, particularly the purchase of certain terminal properties in Savannah, so it prefers to obtain these cars under a conditional sales arrangement, the division said.

CENTRAL OF GEORGIA.—*To Pay Bond Interest.*—The United States district court at Savannah, Ga., has directed the Central of Georgia to make the following interest payments: Central of Georgia first mortgage bonds, $700,000; Central of Georgia consolidated mortgage bonds, $462,500; Chattanooga, Rome & Southern first mortgage bonds, $37,500; and Chattanooga division purchase money mortgage bonds, $82,280.

GULF, MOBILE & OHIO.—*Promissory Notes.*—This company has applied to the Interstate Commerce Commission for authority to issue $155,144 of promissory notes in connection with the purchase under a lease-purchase arrangement of two 1,000-hp. diesel-electric road-switching locomotives from the American Locomotive Co. at $96,965 each.

KANSAS CITY SOUTHERN.—*Trackage Rights.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to operate under trackage rights over a line of the St. Louis-San Francisco from Poteau, Okla., to South Fort Smith, Ark., 28.74 miles, in lieu of its own branch from Spiro, Okla., to South Fort Smith, which it has been authorized to abandon.

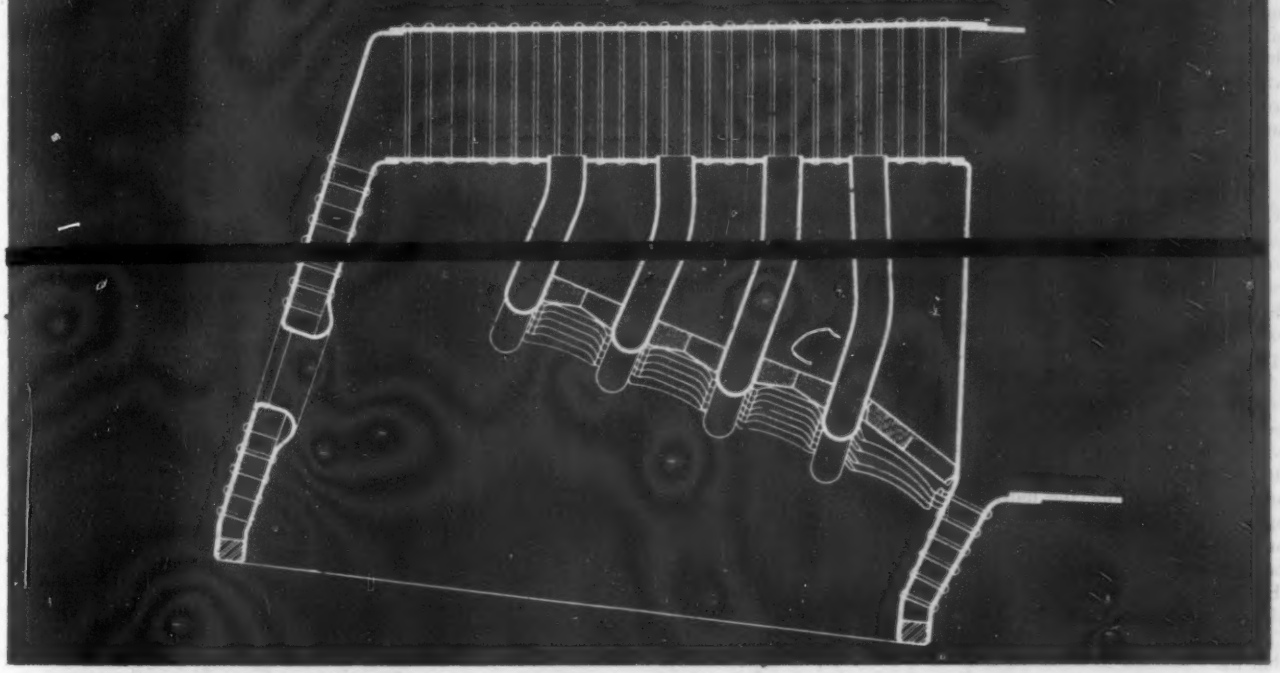
LOUISVILLE & NASHVILLE.—*Refinancing.*—This company has applied to the Interstate Commerce Commission for authority to issue $53,835,000 of series F 3⅛ per cent first and refunding mortgage bonds, the proceeds to be applied to the retirement at 105 of certain outstanding issues due in 2003, namely, $14,000,000 of series B 5 per cent first and refunding mortgage bonds, $31,000,000 of series C 4½ per cent first and refunding mortgage bonds, and $8,835,000 of series D 4 per cent first and refunding mortgage bonds. The railroad has invited bids on the proposed issue by January 4.

MINNEAPOLIS, NORTHFIELD & SOUTHERN.—*Notes.*—This road has applied to the Interstate Commerce Commission for authority to issue to certain banks $300,000 of 3 per cent first mortgage notes, payable in 12 semi-annual installments, in return for a loan of that amount. The proceeds will be

News Department continued on next left-hand page

SAFEGUARD

THE ENTIRE CROWN SHEET



THE installation of Security Circulators assures a positive flow of water over the crown sheet at all times. To give complete protection the Security Circulators should be adequate in number and suitably spaced from the flue sheet to the door sheet.

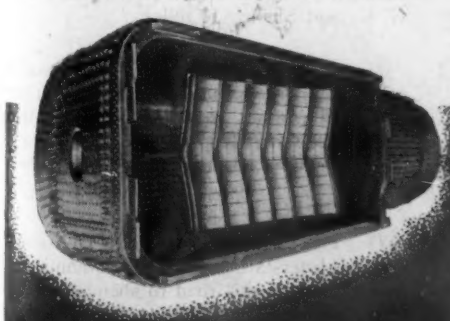
OTHER OUTSTANDING ADVANTAGES

Security Circulators are adaptable to any type of locomotive and to any size of firebox.

They increase the strength of the firebox structure and help to prevent boiler distortion.

They form an ideal support both for crown sheet and arch brick, and permit the use of a 100% arch in any type of firebox.

The installation of Security Circulators makes locomotives available for continuous operation over longer periods of time. Such locomotives have better combustion and longer arch life with less flue plugging and less cinder wear, so that a minimum of boiler maintenance is required.



AMERICAN ARCH COMPANY, Inc.

NEW YORK · CHICAGO

SECURITY CIRCULATOR DIVISION

used with other cash to redeem at 101 the $407,000 of series A 6 per cent first mortgage gold bonds outstanding, the expiration date thereon having been extended to 1956 on a 5 per cent interest basis.

MINNEAPOLIS & ST. LOUIS.—*Trackage Rights.*—At the request of the Minneapolis & St. Louis Railroad Corporation, Division 4 of the Interstate Commerce Commission has dismissed its application for authority to operate under trackage rights over a line of the Minneapolis & St. Louis Railroad Company from Hopkins, Minn., to Minneapolis, 8.57 miles, and over a 1.46-mile line of the Great Northern within the corporate limits of Minneapolis. Since the application was filed, the commission, as noted in *Railway Age* of December 9, page 903, has authorized the merger of the two M. & St. L. companies.

MISSOURI-KANSAS-TEXAS.—*R.F.C. Loan Retirement.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue $2,000,000 of 2 per cent notes, payable in quarterly installments over a 2-year period, with which to obtain bank loans from four New York banks to be applied, together with treasury cash, to the retirement of a $2,314,027, 4-per cent note held by the Reconstruction Finance Corporation and due December 30. The road was authorized to pledge as collateral, to the extent of at least 150 per cent of the principal amount due the individual banks, up to $13,152,600 of its series E 5 per cent prior lien mortgage bonds, due in 1975, this being a major part of the collateral held by the R.F.C. Dissenting from the majority view of Commissioners Porter and Miller, Commissioner Mahaffie took the position that the road had sufficient cash on hand to have paid off the R.F.C. note without further borrowing. Further, he said, the 2 per cent interest rate on these bank loans, in view of their short term and the character of the collateral, appears to be excessive. The carrier preferred to maintain a relatively large working capital to support extensive property rehabilitation expenditures and long-term debt retirement. The division majority pointed out that largely by purchase of its own securities the road had, since the end of 1941, reduced its annual fixed charges from $4,335,066 to $2,604,158.

NEW YORK, ONTARIO & WESTERN.—*Trustees.*—Division 4 of the Interstate Commerce Commission has ratified the appointment of Raymond L. Gebhardt and Ferdinand J. Sieghardt as trustees of this road in reorganization proceedings under section 77 of the Bankruptcy Act.

NEW YORK, CHICAGO & ST. LOUIS.—*Awards Bonds.*—On December 19, the New York, Chicago & St. Louis awarded $42,000,000 of refunding mortgage, series D bonds to an underwriting group headed by Halsey, Stuart & Co., on a competitive bid of 100.529 for a 3¾ per cent coupon rate, an average annual interest cost of approximately 3.73 per cent. Sale of the issue netted the company $42,222,180, according to John W. Davin, president, and paves the way for retirement of $42,558,000 of Nickel Plate obligations, including a $10,000,000 collateral loan awarded at competitive bidding last October; $26,058,000 of refunding 5½ per cent bonds of 1974; and $6,500,000 of Toledo, St. Louis & Western 4 per cent bonds due April 1, 1950. (Previous item in *Railway Age* of December 2, page 869.)

WILLAMINA & GRAND RONDE.—*Promissory Notes.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue to the Long-Bell Lumber Co., owner of its capital stock, $182,124 of non-interest bearing three-year promissory nites in exchange for an equal principal amount of notes maturing at the end of 1944.

WABASH.—*Purchase of Branch Line.*—The Federal District Court at St. Louis, Mo., has entered a decree directing the United States Trust Company of New York, as mortgage trustee, to accept $2,400,000 from the Wabash as the proper price for 70 mi. of line between Moberly, Mo., and Hannibal which is owned by the Missouri-Kansas-Texas and which was leased to the Wabash in 1923 with an option to purchase.

WASHINGTON TERMINAL.—*Bonds.*—This company, jointly controlled by the Baltimore & Ohio and the Philadelphia, Baltimore & Washington, a subsidiary of the Pennsylvania, through stock ownership, has applied to the Interstate Commerce Commission for authority to issue $11,000,000 of first mortgage series A bonds, due in 1970, the interest rate to be determined by competitive bidding. The parent companies have asked authority to assume liability as guarantors of the issue. The proceeds, together with other available funds, are to be applied to the retirement of $11,915,000 of first mortgage gold bonds due in 1945.

Dividends Declared

Allegheny & Western.—$3.00, semi-annually, payable January 2, 1945, to holders of record December 20.

Atlanta & West Point.—(year-end), $2.50, payable December 19 to holders of record December 12.

Canada Southern.—$1.50, semi-annually, payable February 1, 1945, to holders of record December 26.

Canadian Pacific.—(year-end), 4% preferred, 2%, payable February 1, 1945, to holders of record December 29.

Cayuga & Susquehanna.—75¢, payable January 2, 1945, to holders of record December 21.

New London Northern.—$1.75, quarterly; 25¢ extra; both payable December 27 to holders of record December 15.

Norfolk & Western.—adj. preferred, $1.00, quarterly, payable February 10, 1945, to holders of record January 17, 1945.

Norwich & Worcester.—8% preferred, $2.00, quarterly, payable January 2, 1945, to holders of record December 15.

Providence & Worcester.—$2.50, quarterly, payable December 30 to holders of record December 13.

Rome & Clinton.—$2.00, semi-annually, payable January 2, 1945, to holders of record December 21.

Savannah & Atlanta.—5% preferred, $1.25, quarterly, payable December 29 to holders of record December 13.

Tunnel RR. of St. Louis.—$3.00, semi-annually, payable December 23 to holders of record December 15.

Western of Alabama.—$3.50, payable December 19 to holders of record December 12.

Wheeling & Lake Erie.—75¢, payable January 28, 1945, to holders of record December 26.

Average Prices Stocks and Bonds

	Dec. 19	Last week	Last year
Average price of 20 representative railway stocks..	47.64	45.75	35.07
Average price of 20 representative railway bonds..	93.18	92.50	80.19

Abandonments

CHICAGO, BURLINGTON & QUINCY.—This road has asked the Interstate Commerce Commission not to reopen proceedings in which it was authorized to abandon two segments of line in Iowa, one from Humeston to Clearfield, 58 miles, and one from Merle Junction to Clarinda, 27 miles. The certificate issued last winter was made effective 12 months after date, that is, February 22, 1945. (Previous item in *Railway Age* of March 4, page 480.) Objectors to the original application recently asked the commission to reopen the case and revoke the authorization. When it was issued Division 4 took "judicial notice" of the progress of the war in Europe and the possibility of its coming to a "reasonably early" conclusion, and authorized the abandonment on the ground that continued operation of the lines would burden the carrier. In asking the commission not to grant the application for reopening the case, the Burlington pointed out that it was based on "assumptions and predictions," not on facts, and that operation of the segments is now a greater burden than it was a year ago, when it was found to justify abandonment.

KANSAS CITY SOUTHERN.—Division 4 of the Interstate Commerce Commission has authorized this company to abandon a portion of a branch from Spiro, Okla., to South Fort Smith, Ark., 15.11 miles, it having arranged to operate under trackage rights over a line of the St. Louis-San Francisco by which it will continue to serve Fort Smith. The authorization report sets forth in detail conditions for the protection of employees adversely affected, to which both the carrier and the employee representatives have agreed. The general effect of these conditions is the same as was obtained in the recent Burlington abandonment authorization (noted in *Railway Age* of November 18, page 799) by similar provisions which have been taken as standards by the division in subsequent abandonment authorizations, although the Burlington has asked the whole commission to take these requirements under consideration.

LAWNDALE.—The Lawndale Railway & Industrial Co. has applied to the Interstate Commerce Commission for authority to abandon its entire line between Lawndale, N. C., and Shelby, 11 miles.

MISSOURI-KANSAS-TEXAS.—Division 4 of the Interstate Commerce Commission has dismissed without prejudice the application of the Missouri-Kansas-Texas of Texas for authority to abandon a line from Greenville, Tex., to Mineola, 54.21 miles.

OKLAHOMA CITY JUNCTION.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon operation of the livestock loading and unloading facilities at the Oklahoma National Stock Yards, Oklahoma City, Okla.

News Department continued on next left-hand page

CHRISTMAS GREETINGS

and

A *Victorious* New Year

ELESCO

A-1689

SUPERHEATERS • FEEDWATER HEATERS
AMERICAN THROTTLES • STEAM DRYERS
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Railway Officers

FINANCIAL, LEGAL AND ACCOUNTING

Gustave Garneau has been appointed solicitor, law department, of the Canadian National for the province of Quebec, with headquarters at Montreal, Que.

J. P. Anderson, chief clerk of the freight claim department of the Chicago & Eastern Illinois at Chicago, has been promoted to freight claim agent, with the same headquarters, succeeding **E. W. Weast,** who has retired.

OPERATING

Carroll J. Tandy, trainmaster of the Southern Pacific, with headquarters at Fresno, Cal., has retired after 44 years of service.

T. C. Johnson has been appointed assistant superintendent of the Carolina division of the Seaboard Air Line with headquarters at Savannah, Ga.

C. J. Dunn, assistant superintendent of the Portage-Brandon division of the Canadian National, has been promoted to superintendent of that division, with headquarters as before at Ft. Rouge, Man.

D. C. Ferguson, superintendent of the Chattanooga Terminal of the Southern at Chattanooga, Tenn., has been transferred to Birmingham, Ala., succeeding **B. T. McLeod,** superintendent of the Birmingham Terminals, who has been granted a leave of absence on account of illness. **I. L. Pratt,** trainmaster at Oakdale, Tenn., has been named to replace Mr. Ferguson at Chattanooga, and **M. F. Self** has been named trainmaster at Oakdale.

TRAFFIC

J. K. Williams, foreign freight agent of the Louisville & Nashville at Louisville, Ky., has been promoted to general freight agent, with the same headquarters.

R. A. Stanley, division freight agent of the Louisville & Nashville at New Orleans, La., has been promoted to foreign freight agent, with headquarters at Louisville, Ky.

J. E. Power, general agent of the Louisville & Nashville at Chicago, has been promoted to division freight agent, with headquarters at New Orleans, La.

D. W. Bird, general agent of the Kansas City Southern, and of the Louisiana & Arkansas, with headquarters at Birmingham, Ala., has retired after 25 years of service on account of ill health. **P. L. Sensbach,** general agent at Washington, D. C., has been transferred to Atlanta, Ga., relieving **F. R. Lipscomb,** who in turn has been transferred to Birmingham, replacing Mr. Bird.

B. H. Lewis, traveling freight agent of the Wabash at Detroit, Mich., has been promoted to assistant general freight agent, with the same headquarters, succeeding **H. W. Cook,** who has been appointed general agent, with headquarters at Dallas, Tex., at his own request. Mr. Cook replaces **J. S. Buchanan,** who has been transferred to Buffalo, N. Y. **C. A. Brower** has been appointed coal freight agent, with headquarters at Detroit, relieving **J. E. Riney,** who has been appointed traveling freight agent, also at Detroit, succeeding Mr. Lewis.

Clyde W. Jones, whose promotion to coal freight agent of the New York, Chicago & St. Louis, with headquarters at Chicago, was reported in the *Railway Age* of December 16, was born at Atlanta, Ga., on May 7, 1901, and entered railway service on February 15, 1918, as a traveling freight agent of the Nickel Plate. From January 1, 1927, to May 1, 1931, Mr. Jones served as commercial agent, with headquarters at Lafayette, Ind., and on the latter date he was

Clyde W. Jones

promoted to general agent at Omaha, Neb. On February 1, 1934, he was advanced to coal traffic agent, with headquarters at Chicago, the position he held at the time of his new appointment.

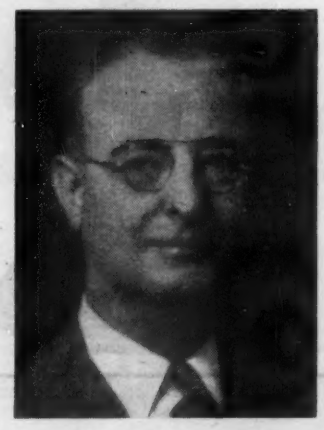
L. Phillips Hungerford, general agent of the Southern at Philadelphia, Pa., has been named general western freight agent at Chicago, succeeding **James P. Tocher** when he retires on January 1, 1945, after 54 years of service. **Robert D. Darden,** general agent at Pittsburgh, Pa., will then be transferred to Philadelphia succeeding Mr. Hungerford, and **Walter H. Beard,** general agent at Cleveland, Ohio, will replace Mr. Darden at Pittsburgh. **Harris L. Bondurant,** district freight agent at Atlanta, Ga., has been promoted to general agent at Cleveland to replace Mr. Beard. **J. R. L. Wulff,** general agent of the Southern at Kansas City, Mo., will also retire on January 1, 1945, after 41 years' service, and **James R. Price,** commercial agent there, will then be advanced to general agent succeeding him.

W. T. Burns, whose promotion to general freight traffic manager of the Union Pacific, with headquarters at Omaha, Neb., was reported in the *Railway Age* of December 2, was born at Holyoke, Mass., in 1895, and received his higher education at the University of Pennsylvania. He entered railway service in April, 1922, with the stores and purchasing department of the

W. T. Burns

Union Pacific, serving in other minor capacities until July, 1928, when he was advanced to traveling freight agent. Two years later Mr. Burns was appointed freight traffic agent, with headquarters at Chicago, and in 1935 he was promoted to general agent at New York. In 1938 he was advanced to assistant freight traffic manager at Chicago, and in 1940 he was further advanced to freight traffic manager, with the same headquarters. In 1942 Mr. Burns was promoted to traffic manager at Chicago and one year later he became freight traffic manager in charge of Chicago and routes east. On April 14, 1944, he was transferred to Omaha.

William James Wilkins, western traffic manager of the Southern at St. Louis, Mo., has been promoted to freight traffic manager at Cincinnati, Ohio, effective January 1, 1945, succeeding **W. Mason King,** whose promotion to assistant vice-president at Washington, D. C., was announced in the *Railway Age* of December 16. **C. J. Youngblood,** assistant freight traffic manager at Louisville, Ky., has been named to succeed Mr. Wilkins as western traffic



William James Wilkins

manager at St. Louis, and **J. A. Cooper,** assistant freight traffic manager at Knoxville, Tenn., will be transferred to Louisville replacing Mr. Youngblood. **John S. Culpepper,** assistant general freight agent at

News Department continued on second left-hand page

Greetings

With sincerest wishes
for an Early Victory
with Enduring
Peace

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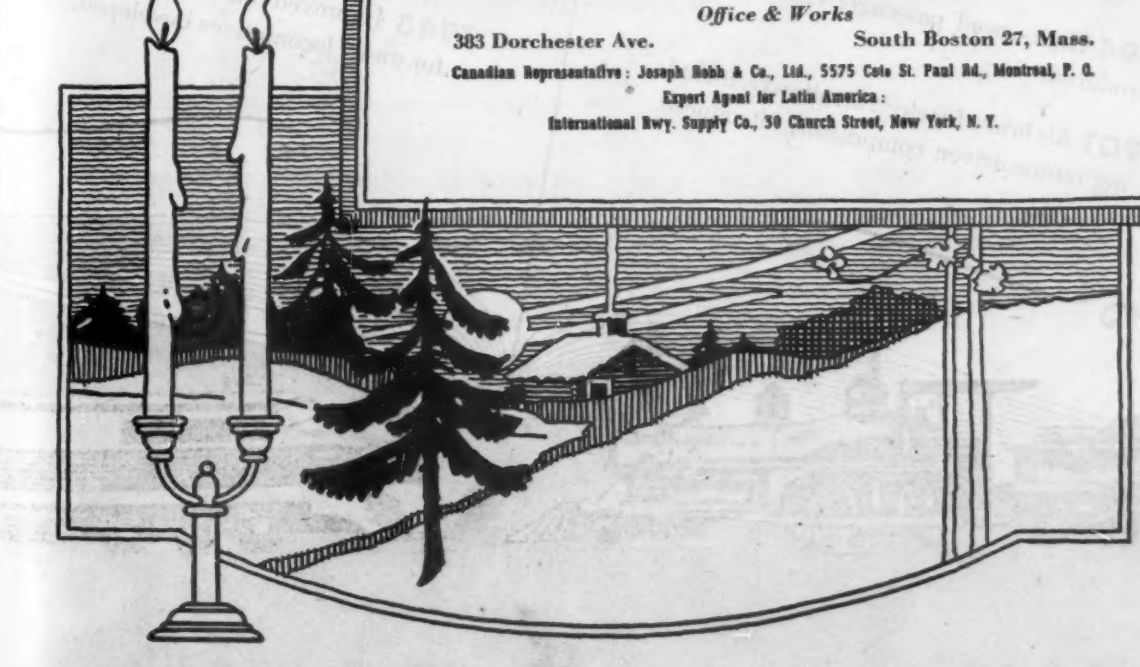

Chronology

1867 George Westinghouse conceives idea for air brake. Caveat filed in U.S. Patent Office to protect invention.

1869 First demonstration of air brake on train.

1872 Automatic air brake introduced.

1876 Westinghouse Air Brake receives official award at Philadelphia Centennial Exposition.

1878 First foreign air brake company organized in France.

1880 Air brake for freight cars introduced.

1887 Quick-action automatic brake introduced. The supremacy of air established at the Burlington Trials.

1889 Air brake instruction car introduced. Ground broken for present factory at Wilmerding, Pa.

1894 High-speed passenger car brake introduced.

1901 Air brake for electric railways, including motor driven compressor, introduced.

1902 Magnetic brake for electric street railway cars introduced.

1908 Empty and Load Brake for high-tonnage freight cars introduced.

1910 Electro-pneumatic brake for subway cars introduced.

1921 Pneumatic brakes for automotive vehicles introduced.

1932 AB Freight brake equipment introduced.

1933 AB brake adopted as standard equipment on all new freight cars by American Railway Association.

1934 H. S. C. brakes for streamlined trains introduced.

1939 Pneumatic air brake exhibit placed in Franklin Institute Museum at Philadelphia.

1941 Pneumatic remote control systems for marine and industrial fields introduced.

1943 Improved brake equipment for diesel locomotives developed.

MILESTONES IN TRANSPORTATION PROGRESS

In the seventy-five years since the air brake was invented, the railroads of America have made a continuing contribution to the development and welfare of the nation, no less important than the contribution they are making to the march toward victory today.

The opening of the West, the full utilization of bountiful national resources, the flow of goods that give Americans the highest standard of living in the world, all stem from the continuous growth of railroad mileage, capacity, efficiency, safety and dependability.

From that day in '69 when the air brake first demonstrated its value, it has helped the railroads in this march. At each step in transportation progress, Westinghouse air brake equipment has been available to handle new braking needs.

75 Years of Pioneering

WESTINGHOUSE AIR BRAKE COMPANY, WILMERDING, PA.

TO PERMIT TODAY'S TRAINS TO MOVE AT SHORTER INTERVALS WITH HEAVIER LOADS AT HIGHER SPEEDS—SAFELY.

The research and development that have kept Westinghouse Air Brakes continuously abreast of transportation needs will give you braking equipment to safely and dependably meet any need of tomorrow.

Greenville, S. C., will then be advanced to assistant freight traffic manager at Knoxville succeeding Mr. Cooper, and **H. L. Paylor, Jr.,** division freight agent at Augusta, Ga., will become assistant general freight agent at Greenville in place of Mr. Culpepper. **William R. Belfield,** commercial agent at Washington, will be promoted to division freight agent to succeed Mr. Paylor at Augusta.

Mr. Wilkins, who was born at Roanoke, Va., on October 22, 1898, attended New York University and saw service as a sergeant 1st class in the tank corps during the first world war. He entered railroad service on February 17, 1926, as a student clerk in the office of the assistant to the vice-president of the Southern at Washington, and in January, 1927, he became a rate clerk in the office of the assistant to the president there. The following November he went to New York as freight traffic representative, office of the general eastern freight agent, and remained in that post until January, 1931, when he was named commercial agent there. He served as district freight and passenger agent in the office of the eastern traffic manager at New York from May 15, 1933, to July 1, 1936, when he transferred to St. Louis, Mo., in the same capacity. On February 1, 1938, he was promoted to division freight and passenger agent with the same headquarters, becoming assistant freight traffic manager at Memphis, Tenn., in April, 1939. Mr. Wilkins returned to New York as eastern traffic manager in February, 1940, and was named western traffic manager at St. Louis, the position he will leave to become freight traffic manager, in 1943.

SPECIAL

The item concerning the appointment of **Philip G. Otterback** as secretary of the Association of Western Railways, and **Paul D. Shoemaker** as a member of the staff of he Public Relations Office, Western Association of Railway Executives, which appeared in the *Railway Age* of December 9, should have read as follows: Philip G. Otterback, formerly assistant to chairman of the Western Railways Committee on Public Relations and more recently on the staff of the Public Relations Office, Western Association of Railway Executives, has been appointed secretary of the Association of Western Railways which deals with labor matters on behalf of the western lines, with headquarters as before at Chicago. Paul D. Shoemaker, previously connected with the Associated Press, has been appointed a member of the staff of the Public Relations Office, Western Association of Railway Executives.

ENGINEERING & SIGNALING

Francisco Malagamba, whose promotion to engineer maintenance of way of the National Railways of Mexico, with headquarters at Mexico City, D. F., was reported in the *Railway Age* of September 30, was born at Puebla, Pue., Mexico, on April 5, 1899, and graduated from the National University at Mexico City in 1923. He entered railway service on February 22, 1927, as assistant division engineer on the Torreon division of the National Railways of Mexico, with headquarters at Torreon, Coah., later serving in a similar capacity at Monterrey, N. L. In November, 1928, he was advanced to resident engineer at Torreon, and in May, 1929, he was promoted to division engineer, with the same headquarters, subsequently serving in this capacity at Monterrey, Puebla and other points. On January 16, 1937, Mr. Malagamba was appointed engineer of water service, with headquarters at Mexico City, and four years later he was advanced to assistant engineer, maintenance of way, with the same headquarters, holding that position until his new appointment.

R. W. Ross, district engineer of the Canadian National at Winnipeg, Man., has been promoted to maintenance of way engineer, with the same headquarters, succeeding **F. B. Tapley,** who has retired after 50 years of service. **N. M. Waddell,** division engineer at Winnipeg, has been advanced to district engineer, with the same headquarters, replacing Mr. Ross.

MECHANICAL

John Wesley Hawthorne, assistant superintendent of motive power of the Central of Georgia with headquarters at Savannah, Ga., has been named superintendent of motive power effective January

John Wesley Hawthorne

1, 1945, succeeding **C. L. Dickert,** who will retire at that time. Mr. Hawthorne, who was born March 29, 1911, at Williamsport, Pa., was graduated from Purdue University in 1933 with a B. S. M. E. degree, and then worked at the Watertown, N. Y., plant of the New York Air Brake Company from July, 1933, until July, 1936, when he was transferred to Cleveland, Ohio, as a service representative of that firm. In 1940 he was granted a six months' leave from January through June to become acting air brake instructor for the Chesapeake & Ohio at Richmond, Va., returning to the New York Air Brake Company at Cleveland as service representative. Mr. Hawthorne joined the Central of Georgia on November 1, 1943, as assistant superintendent of motive power at Savannah, the position he will relinquish to become superintendent of motive power.

Mr. Dickert was born in Newberry County, S. C., on October 12, 1873, and entered railroad service in 1890 as a machinist apprentice of the Richmond & Danville at Atlanta, Ga. After the Richmond & Danville merged with the Southern in 1896 he transferred to the Southern shops in Atlanta as a machinist, later serving with the Atlanta, Knoxville & Northern (now part of the Louisville & Nashville) at Blue Ridge, Ga., from 1898 to 1899, when he joined the Central of Georgia as a locomotive fireman. Some months later he returned to mechanical service as a machinist in the Columbus shops, and after working in the Savannah and Macon shops he became erecting shop foreman, machine shop foreman, shop superintendent and master mechanic at the Macon shops. On July 16, 1923, he was promoted to superintendent of motive power, the position from which he will resign on January 1.

O. J. Robinson, district foreman of the Nebraska division of the Union Pacific at Council Bluffs, Iowa, has been promoted to assistant master mechanic, with the same headquarters.

OBITUARY

Thomas E. Gary, general agent of the Texas & Pacific, with headquarters at St. Louis, Mo., died in a hospital in that city on December 2.

Peter Henderson, a member of the chief architect's department of the Canadian National, died on November 23. He was 62 years old.

John Fletcher, general inspector of the Seaboard Air Line at Norfolk, Va., died here November 22. He was 59 years old.

E. F. Flinn, who retired in September, 1943, as freight traffic manager of the Grand Trunk Western, with headquarters at Chicago, died in a hospital in that city on December 13. Mr. Flinn was born at Madeira, Ohio, on September 14, 1878, and entered railway service on February 1, 1898, as a clerk of the Grand Trunk (now the Grand Trunk Western) at Cincinnati, Ohio. In January, 1906, he was advanced to commercial agent, with the same headquarters, later serving in that capacity at Pittsburgh, Pa., and Chicago. In 1911 Mr. Flinn was promoted to division freight agent at Chicago, and in 1920 he was advanced to general freight agent, with the same headquarters. On November 10, 1927, he was promoted to the position he held at the time of his retirement.

E. F. Flinn

Operating Revenues and Operating Expenses of Class I Steam Railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF OCTOBER, 1944 AND 1943

Item	United States		Eastern District		Southern District		Western District	
	1944	1943	1944	1943	1944	1943	1944	1943
Miles of road operated at close of month	228,536	229,000	56,048	56,197	43,352	43,401	129,136	129,402
Revenues:								
Freight	$612,019,711	$594,495,962	$226,952,218	$229,518,965	$111,630,980	$107,708,241	$273,436,513	$257,268,756
Passenger	146,369,022	144,880,338	59,489,612	58,252,177	28,362,111	28,117,565	58,517,299	58,510,596
Mail	12,583,602	11,312,521	4,084,156	3,823,402	1,964,641	1,995,189	6,534,805	5,493,930
Express	13,644,818	11,276,650	4,211,201	4,437,830	1,795,531	1,354,421	7,638,086	5,484,399
All other operating revenues	34,120,333	34,248,459	14,854,303	14,135,830	5,077,186	4,679,308	14,188,844	15,433,321
Railway operating revenues‡	818,737,486	796,213,930	309,591,490	310,168,204	148,830,449	143,854,724	360,315,547	342,191,002
Expenses:								
Maintenance of way and structures	109,375,914	102,004,549	41,808,326	40,130,937	19,149,933	15,696,792	48,417,655	46,176,820
Depreciation	8,928,808	8,764,384	3,894,045	3,753,614	1,456,136	1,483,950	3,578,627	3,526,820
Retirements	2,945,203	1,147,676	754,280	146,224	362,095	452,086	1,828,828	549,366
Deferred maintenance	*111,463	456,968	71,683	80,074	.....	*12,751	*183,146	389,645
Amortization of defense projects	1,792,700	1,095,326	560,712	415,515	333,561	231,120	898,427	448,691
Equalization	*1,804,927	*1,536,028	*1,301,786	*1,537,889	430,331	*306,379	*933,472	308,240
All other	97,625,593	92,076,223	37,829,392	37,273,399	16,567,810	13,848,766	43,228,391	40,954,058
Maintenance of equipment	135,260,301	129,255,968	55,768,040	55,105,627	25,858,935	22,898,546	53,633,326	51,251,795
Depreciation	18,349,365	17,667,819	7,908,839	7,577,186	3,604,387	3,549,545	6,836,139	6,541,088
Retirements	*10,364	.....	*7,338	.....	68	.....	*3,094	.....
Deferred maintenance and major repairs	*47,691	227,500	655	5,333	.....	*1,964	*48,346	224,131
Amortization of defense projects	15,250,075	12,513,603	5,026,644	4,376,006	3,762,996	2,648,759	6,460,435	5,488,838
Equalization	*74,033	389,351	*25,563	339,091	*16,220	67,364	*32,250	*17,104
All other	101,792,949	98,457,695	42,864,803	42,808,011	18,507,704	16,634,842	40,420,442	39,014,842
Traffic	11,525,629	11,211,852	4,087,426	4,044,216	2,181,563	2,030,082	5,256,640	5,137,554
Transportation—Rail line	255,499,883	244,581,861	110,905,611	108,684,806	42,739,251	39,317,279	101,855,021	96,579,776
Transportation—Water line	55	372	.....	.....	.....	.....	55	372
Miscellaneous operations	9,955,925	9,784,206	3,623,069	3,348,083	1,570,576	1,445,727	4,762,280	4,990,396
General	17,539,099	16,701,132	7,179,464	6,641,808	3,259,361	3,106,743	7,100,274	6,952,581
Railway operating expenses	539,156,806	513,539,940	223,371,936	217,955,477	94,759,619	84,495,169	221,025,251	211,089,294
Net revenue from railway operations	279,580,680	282,673,990	86,219,554	92,212,727	54,070,830	59,359,555	139,290,296	131,101,708
Railway tax accruals	164,803,867	153,794,581	46,498,178	50,747,125	35,500,014	37,507,482	82,805,675	65,539,974
Pay-roll taxes	19,605,152	19,746,466	8,203,152	8,760,872	3,358,271	3,057,733	8,043,729	7,927,861
Federal income taxes†	119,901,466	108,382,811	27,314,472	30,435,463	27,299,922	29,535,516	65,287,072	48,411,832
All other taxes	25,297,249	25,665,304	10,980,554	11,550,790	4,841,821	4,914,233	9,474,874	9,200,281
Railway operating income	114,776,813	128,879,409	39,721,376	41,465,602	18,570,816	21,852,073	56,484,621	65,561,734
Equipment rents—Dr. balance	12,690,011	12,204,953	4,414,100	4,828,508	176,983	328,031	8,098,928	7,048,414
Joint facility rent—Dr. balance	4,740,335	3,363,251	2,039,283	1,602,237	422,912	394,411	2,278,140	1,366,603
Net railway operating income	97,346,467	113,311,205	33,267,993	35,034,857	17,970,921	21,129,631	46,107,553	57,146,717
Ratio of expenses to revenues (per cent)	65.9	64.5	72.2	70.3	63.7	58.7	61.3	61.7

FOR TEN MONTHS ENDED WITH OCTOBER, 1944 AND 1943

Item								
Miles of road operated at close of month	228,651	229,125	56,090	56,301	43,374	43,438	129,187	129,386
Revenues:								
Freight	$5,857,373,551	$5,644,139,227	$2,247,470,796	$2,212,187,563	$1,111,201,437	$1,076,300,710	$2,498,701,318	$2,355,650,954
Passenger	1,503,605,141	1,359,383,316	609,462,150	550,652,963	295,961,413	277,384,512	598,181,578	531,345,841
Mail	104,298,742	99,769,614	34,978,472	34,622,064	18,996,032	18,122,937	50,324,238	47,024,613
Express	120,303,481	104,803,092	39,332,972	36,726,178	17,794,973	14,859,233	63,175,536	53,217,691
All other operating revenues	313,678,745	302,258,220	135,213,503	132,219,692	43,653,945	39,861,287	134,811,297	130,177,241
Railway operating revenues‡	7,899,259,660	7,510,353,469	3,066,457,893	2,966,408,460	1,487,507,800	1,426,528,679	3,345,193,967	3,117,416,330
Expenses:								
Maintenance of way and structures	1,048,696,813	876,787,539	397,440,144	338,000,005	181,290,884	150,555,716	469,965,785	388,231,818
Depreciation	88,776,335	87,859,985	38,618,405	37,766,286	14,534,996	14,744,912	35,622,934	35,348,787
Retirements	14,255,276	4,350,185	4,464,016	866,905	1,739,174	719,160	8,052,086	2,764,120
Deferred maintenance	*4,337,063	1,145,909	*595,804	54,379	.....	*65,775	*3,741,259	1,157,305
Amortization of defense projects	15,767,396	8,241,592	5,095,669	2,854,912	2,839,272	1,507,170	7,832,455	3,879,510
Equalization	5,256,129	10,647,899	*926,739	1,640,674	4,271,810	4,957,647	1,911,058	4,049,578
All other	928,978,740	764,541,969	350,784,597	294,816,849	157,905,632	128,692,602	420,288,511	341,032,518
Maintenance of equipment	1,320,285,869	1,158,657,022	552,949,578	494,027,669	248,106,308	216,287,199	519,229,983	448,342,154
Depreciation	178,706,678	175,514,691	75,543,333	74,650,291	35,771,427	35,891,220	67,391,918	64,973,180
Retirements	*20,112	.....	*3,466	.....	*5,222	.....	*11,424	.....
Deferred maintenance and major repairs	*1,160,872	1,381,469	14,782	21,335	.....	*53,242	*1,175,654	1,413,376
Amortization of defense projects	138,862,756	106,103,742	45,884,882	36,900,242	35,567,316	24,653,075	57,410,558	44,550,425
Equalization	20,363	1,252,254	*2,996	738,106	5,983	411,708	17,466	102,440
All other	1,003,877,056	874,404,866	431,513,043	381,717,695	176,766,894	155,384,438	395,597,119	337,302,733
Traffic	112,101,993	104,992,972	40,372,832	38,218,203	20,355,067	20,079,605	51,374,094	46,695,164
Transportation—Rail line	2,454,493,008	2,180,175,724	1,089,462,820	980,299,001	415,027,663	367,968,378	950,002,525	831,908,345
Transportation—Water line	5,080	13,257	.....	.....	.....	.....	5,080	13,257
Miscellaneous operations	98,921,020	86,611,181	35,262,668	31,064,606	16,117,899	13,878,106	47,540,453	41,668,469
General	167,240,525	148,553,770	67,582,285	60,004,099	32,086,482	29,265,845	67,571,758	59,283,826
Railway operating expenses	5,201,744,308	4,555,791,465	2,183,070,327	1,941,613,583	912,984,303	798,034,849	2,105,689,678	1,816,143,033
Net revenue from railway operations	2,697,515,352	2,954,562,004	883,387,566	1,024,794,877	574,623,497	628,493,830	1,239,504,289	1,301,273,297
Railway tax accruals	1,583,933,205	1,598,867,439	466,303,986	522,430,784	367,903,588	384,629,288	749,725,631	691,807,367
Pay-roll taxes	192,932,944	169,676,451	81,281,969	72,883,549	33,487,456	29,114,073	78,163,519	67,678,829
Federal income taxes†	1,136,056,346	1,174,689,695	274,444,037	338,755,557	283,878,013	305,065,203	577,734,296	530,868,935
All other taxes	254,943,915	254,501,293	110,577,980	110,791,678	50,538,119	50,450,012	93,827,816	93,259,603
Railway operating income	1,113,582,147	1,355,694,565	417,083,580	502,364,093	206,719,909	243,864,542	489,778,658	609,465,930
Equipment rents—Dr. balance	128,818,596	125,806,897	55,410,678	51,808,158	5,133,841	7,653,600	68,274,077	66,345,139
Joint facility rent—Dr. balance	39,448,117	34,020,326	18,432,757	17,110,103	4,234,519	4,099,092	16,780,841	12,811,131
Net railway operating income	945,315,434	1,195,867,342	343,240,145	433,445,832	197,351,549	232,111,850	404,723,740	530,309,660
Ratio of expenses to revenues (per cent)	65.9	60.7	71.2	65.5	61.4	55.9	62.9	58.3

* Decrease, deficit, or other reverse items.
† Includes income tax, surtax, and excess-profits tax.
‡ Railway operating revenues are after deduction of $38,224,853 for the ten months ended with October 1944, and $24,128,198 for the ten months ended with October 1943 to create a reserve for land grant deductions in dispute.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

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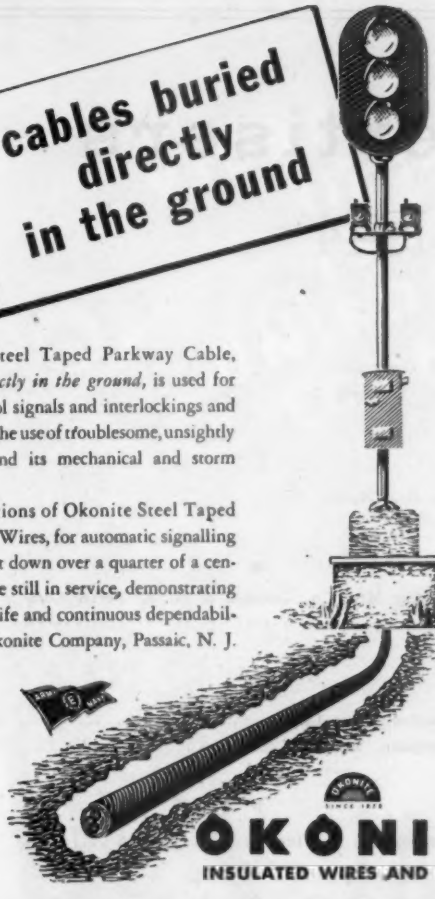

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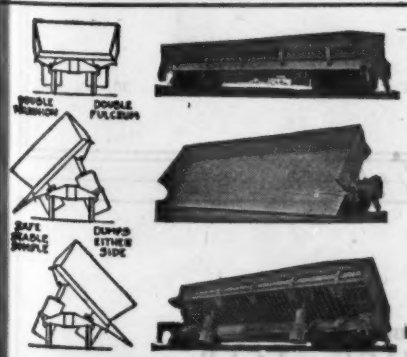

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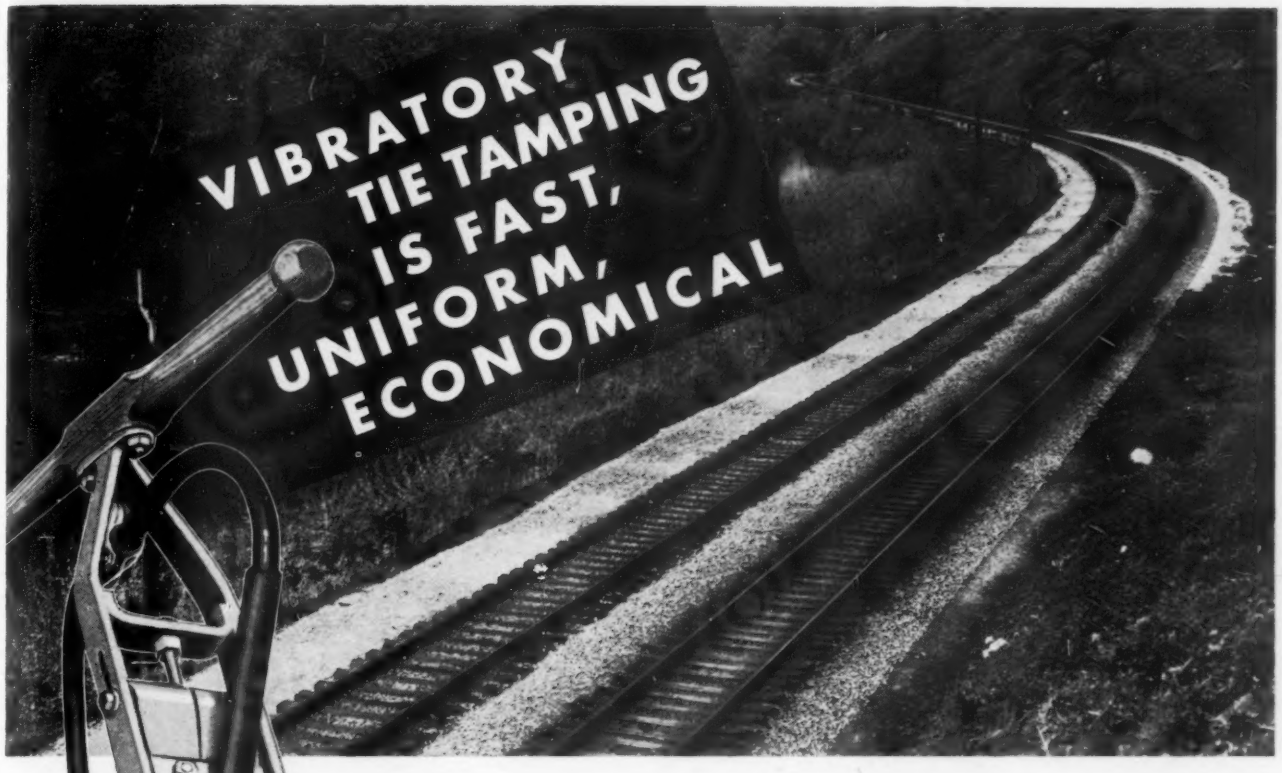

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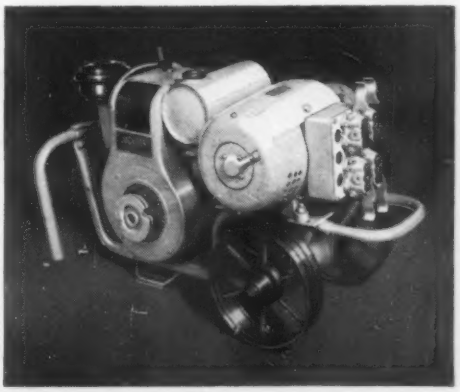

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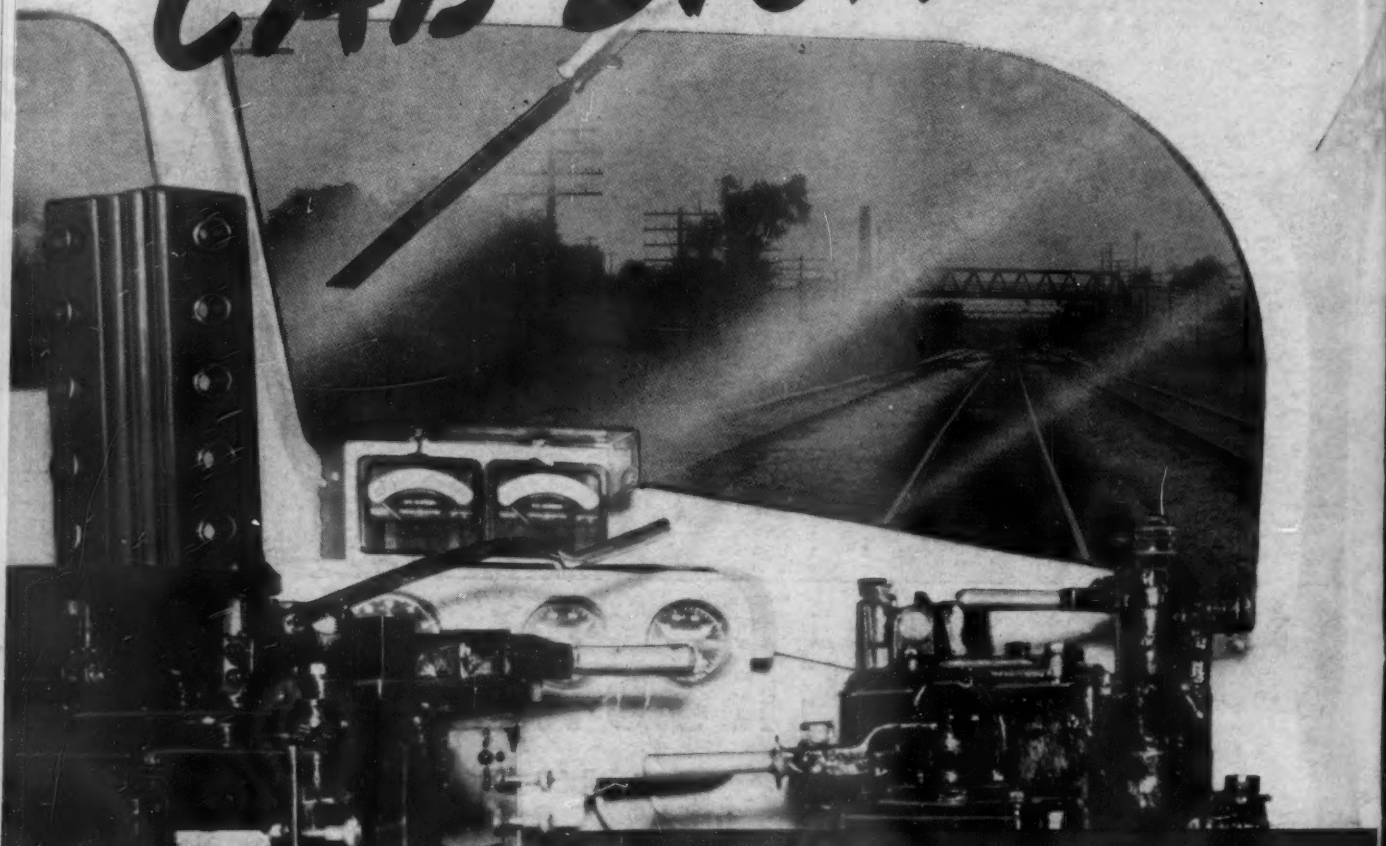

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